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ESTABLISHED 1857.

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(Personal Attention).

No. 22,068 號捌拾陸零仟貳萬式第 日式初月叁年巳己 HONG KONG, WEDNESDAY, APRIL 10, 1929. 叁拜禮 日拾月肆年九廿百九仟壹英 PRICE: \$8 PER MONTH

## KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after April 8th, 1929, until further Notice (all previous  
Time Tables cancelled.)

### UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Kowloon Dep.	8.40	8.05	8.30	9.35	10.00	12.10	1.11	2.31	3.30	4.30	5.40	7.35
Yau-mat Dep.	8.49	8.14	8.39	9.44	10.09	12.19	1.20	2.40	3.39	4.39	5.49	7.44
Shatin Dep.	7.51	7.16	7.41	8.46	9.01	11.11	1.12	2.32	3.31	4.31	5.41	7.36
Tai-po Dep.	7.15	7.40	8.05	9.10	9.35	11.45	1.46	3.06	4.05	5.05	6.15	8.10
Market Dep.	7.24	7.49	8.14	9.19	9.44	11.54	1.55	3.15	4.14	5.14	6.24	8.19
Shau-kei Dep.	7.30	7.55	8.20	9.25	9.50	12.00	2.01	3.21	4.20	5.20	6.30	8.25
Shau-kei Arr.	7.35	8.00	8.25	9.30	9.55	12.05	2.06	3.26	4.25	5.25	6.35	8.30
Canton Arr.	7.41	8.06	8.31	9.36	10.01	12.11	2.12	3.32	4.31	5.31	6.41	8.36

### DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Canton Dep.	7.17	8.08	8.34	9.39	10.04	12.14	1.15	2.35	3.34	4.34	5.44	7.39
Shau-kei Dep.	7.25	8.16	8.42	9.47	10.12	12.22	1.23	2.43	3.42	4.42	5.52	7.47
Shatin Dep.	7.30	8.21	8.47	9.52	10.17	12.27	1.28	2.48	3.47	4.47	5.57	7.52
Tai-po Dep.	7.40	8.31	8.57	10.02	10.27	12.37	1.38	2.58	3.57	4.57	6.07	8.02
Market Dep.	7.44	8.35	9.01	10.06	10.31	12.41	1.42	3.02	4.01	5.01	6.11	8.06
Shau-kei Dep.	7.57	8.48	9.14	10.19	10.44	12.54	1.55	3.15	4.14	5.14	6.24	8.19
Yau-mat Dep.	8.11	9.02	9.28	10.33	10.58	13.08	2.09	3.29	4.28	5.28	6.38	8.33
Kowloon Arr.	8.17	9.08	9.34	10.39	11.04	13.14	2.15	3.35	4.34	5.34	6.44	8.39

\*For First Class Passengers Only. Will Stop at Any Station on Request.  
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(Sundays Excepted) 2.00 P.M. "SUI AN" do.  
(Sundays Excepted)

### SUNDAY EXCURSION:-

From Hong Kong: SUNDAY, 14th APRIL. 9.00 A.M. "SUI AN"  
From Macao: 4.00 P.M. "SUI AN"

## FOREIGNERS' STATUS IN MANCHURIA.

### FAR-REACHING EFFECTS ON THE FUTURE.

#### JAPANESE AND RUSSIAN ZONES OF INFLUENCE.

### SCENES ON THE SOUTH MANCHURIAN RAILWAY.

[EXCLUSIVE TO THE "DAILY PRESS."]

Harbin (U.P.).—The unfurling  
in December of the Kuomintang  
flag over Manchuria began a cam-  
paign on the part of Chinese  
authorities to curtail the influence  
of Soviet Russia and the rights of  
foreigners generally, which may  
have far-reaching effects on the  
future of the province.

Had this event happened several  
years ago it would have brought  
Russia's influence to the top, but  
under the present circumstances, it  
marked the beginning of a deter-  
mined campaign on the part of the  
Chinese side to curtail it to the  
utmost limit. The taking over by  
the Chinese of the Chinese Eastern  
Railway's telephone exchange and  
of the control over Soviet adminis-  
tered schools has been succeeded by  
the discovery and breaking up of a  
deeply laid, Communistic plot in  
which several Soviet citizens found  
themselves implicated.

#### Private Meetings Held.

The dismissal by the Soviet  
general manager of the railway of  
some Chinese employees was follow-  
ed by a firm demand of the Chinese  
side that the equal distribution of  
executive positions and others on  
the railways between Chinese and  
Soviet citizens, foreseen by the Sino-  
Soviet Agreement of 1924, be put  
into operation without further  
delay.

Moreover, a number of private  
meetings have been held recently at  
the house of the Chinese President  
of the Chinese Eastern Railway be-  
tween the Chinese members of the  
Board and prominent Chinese  
officials, at which, it is said, some  
new demands have been formulated.  
So that now, although some ban-  
quets have been held as customary,  
at which the growth of friendly  
relations between China and Soviet  
Russia has been emphasized by both  
sides, it has become the question of  
the day how far the Chinese would  
push forward and how much more  
the Soviet side would find it pos-  
sible to concede. It is thought the  
inevitable breaking point will be  
reached, about the outcome of which  
no conjectures can be made at pre-  
sent.

#### A Curious Fact.

One has also to consider the  
curious fact, that although un-  
attended by any spectacular in-  
cidents such as the Nanking, Han-  
kow, Tsinan or other affairs, it is  
in North Manchuria that the for-  
eigners, not to speak of the Rus-  
sians, have in the last years lost  
more of their privileges and rights  
in an unobtrusive way than in any  
other part of China.

Municipal agreements with for-  
eign powers have been abrogated by  
a decision of the Chinese officials  
only, and foreign residents although  
called upon to pay municipal taxes  
have no participation in the man-  
agement of municipal affairs. The  
Consular Corps has been unable to  
obtain a satisfactory settlement of  
the disputed land holdings ques-  
tion.

Japanese currency has been put  
out of circulation. Koreans and  
even Japanese citizens have been  
evicted from inland points, and re-  
sidence outside specified areas has  
been prohibited to agents of foreign  
grain merchants. The liquidation  
of the Russo-Asiatic Bank, a con-  
cern which stood under French pro-  
tection, is being carried out ex-  
clusively by the Chinese. Naviga-  
tion on the Sungari river has been  
closed to foreigners.

Added to the sense of political  
insecurity, to which all these con-  
siderations have contributed their  
share, the business atmosphere of  
the town has been badly depressed  
of late. The introduction of the  
new custom tariff and of the 25 per  
cent. surtax at a short notice has  
caused severe losses to many  
branches of trade, the export of  
soya beans and bean oil being the  
most seriously affected.

#### Forward Contract Terms.

Of late years this business, on  
which the prosperity of Manchuria  
mainly depends, has for a number  
of reasons allowed of only a small  
margin of profit. Since most of  
this business is transacted on for-  
ward contract terms, the sudden in-  
crease of handling charges together  
with the low prices reigning on the  
European market, it is feared, may  
turn the exporters' expected slender  
profits this year into a net loss.

Also, the lean oil industry of  
North Manchuria is now facing a  
final crisis, mainly owing to the  
crude equipment of most of the  
local bean oil mills, the introduction  
of protective tariffs by many of the  
former purchasing countries, and  
the falling demand on the part of  
Japan for bean cake, due to the  
growing use by that country of  
chemical fertilizers.

No doubt in time some ways will  
be found out of the present diffi-  
culties. For with her enormous ex-  
panses of fertile and as yet virgin  
land, with her tremendous timber,  
mineral and other natural resources  
and with her growing and hard-  
working population, Manchuria is  
assured of a bright future. But for  
the moment her economic barometer,  
the exchange rate of the local  
dollar, still registers "Low."

#### Contrasts.

The contrast between the Japanese  
zone of influence in Manchuria and  
the former Russian concessions, and  
the agricultural modernization of  
the province stood out vividly to  
your correspondent on a recent trip  
from Harbin to Mukden.

It is at Changchun that the broad  
gauge of the Chinese Eastern Rail-  
way ends and that the standard  
gauge of the Japanese owned South  
Manchuria Railway begins, and it  
is here too that the figurative line  
pales which marks the Japanese  
and former Russian zones of in-  
fluence in Manchuria.

The transition from one to an-  
other, although it only takes a  
brief walk across the station plat-  
form to realize it, is a marked one.  
The elongated, businesslike Pull-  
man cars of the Japanese railway  
look strikingly different from the  
Russian coaches built more for com-  
fort than for speed or seating  
capacity. The tarred roads of the  
Japanese concession, which one sees  
in front of the station, are totally  
different from the cobbled and  
dusty streets of the railway settle-  
ments in North Manchuria.

#### At the Buffet.

At the station buffet, instead of a  
Russian waiter it is a gaily  
kimonoed girl who trips daintily  
over to you with the breakfast  
tray. To one's wonder, at the door  
a Chinese gentleman has given you  
way and has let you pass first, some-  
thing we have quite forgotten at  
Harbin where even a humble  
Chinese tram conductor rules with  
a hand of iron over the for-  
eign public. The only sight common  
to both railways however, is a  
batch of bewildered Chinese im-  
migrants, each loaded with his huge  
roll of bedding, hastening on their  
spring migration to the north.

Reclining in the cosiness of an  
armchair in the spacious and  
saloon of an observation car on the  
South Manchuria Railway express  
train, one could easily forget one  
was travelling in China were it  
not for the typically Manchurian  
scenery flitting past the car win-  
dows.

Brownish-grey mud and brick  
farm houses with their thatched  
straw roofs lay dotted here and  
there, and the unending monotony  
of ploughed fields is only broken  
by the clumps of trees in their  
midst, which mark the site of a  
few mounds under which repose  
some of the farmer's venerable  
ancestors.

(Continued on page 4.)

## THE HONGKONG

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HONG KONG HANSARD RE-  
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## Diary of Coming Events.

To-day.  
(April 10.)  
Presentation to Dr. Harston,  
Tung Wah Hospital, 10.30 a.m.  
H.E. the Governor inspects  
Police, Central Police Station, 3.15  
p.m.  
Institute of Engineers and Ship-  
builders monthly meeting, 6 p.m.  
Football:—Junior Division:  
Royal Artillery v. Chinese, South  
China "A" v. Eastern.  
Dance in Aid of Miners Fund  
Kowloon Dock Recreation Club, 9  
p.m.  
Queen's Theatre: "The Gateway  
of the Moon."  
World Theatre: "The Latest  
from Paris."  
Star Theatre: "Rose Marie."  
Tea Dances: H.K. Hotel and  
Peninsula Hotel, 4.30 p.m.  
Dinner Dance: Peninsula Hotel,  
8.30 p.m.  
European Malls:—Outward:  
Europe via Vancouver and via  
Siberia (Empress of France), 10  
a.m.  
Thursday.  
(April 11.)  
Property Auction No. 168, Holly-  
wood Road, and 35 and 37 Square  
Street, Lammerie, 3 p.m.  
Tennis Championship: Singles  
Final, H.K.O.C. courts.  
Football:—Senior Division:  
Recreation v. Royal Artillery.  
University Education Society  
Lecture "The Moral aim of a  
School," Union Assembly Room, 5  
p.m.  
H.K.A.D.C. "The Dover Road,"  
Theatre Royal, 9.15 p.m.  
Queen's Theatre: "The Mysteri-  
ous Lady."  
World Theatre: "The King of  
Kings."  
Star Theatre: "Love Hungry."  
Tea Dances: H.K. Hotel and  
Peninsula Hotel, 4.30 p.m.  
Dinner Dance: Peninsula Hotel,  
8.30 p.m.  
Friday.  
(April 12.)  
Christian Fellowship meeting,  
Helma May Institute, 10.30 a.m.  
Monthly meeting, H.K. Referees'  
Association Scandal Point, 6 p.m.  
H.K.A.D.C. "The Dover Road,"  
Theatre Royal, 9.15 p.m.  
Queen's Theatre: "The Mysteri-  
ous Lady."  
World Theatre: "The King of  
Kings."  
Star Theatre: "Love Hungry."

Tea Dances: H.K. Hotel and  
Peninsula Hotel, 4.30 p.m.  
Dinner Dance: Peninsula Hotel,  
8.30 p.m.  
European Malls:—Inward: Europe  
via Suez (Kalyan).  
Saturday.  
(April 13.)  
Extra Race meeting, Happy  
Valley.  
Tennis: Ladies Recreation Club,  
Mixed Doubles.  
Cricket: Division I: H.K.O.C.  
v. Chinese (F), 2 p.m.  
Diocesan Boys' School: Speech  
Day, 3.30 p.m.  
H.K.A.D.C. "The Dover Road,"  
Theatre Royal, 9.15 p.m.  
The New Binyard English  
Comedy Company: "A Cuckoo in  
the Nest" Star Theatre, 9.15 p.m.  
Queen's Theatre: "The Mysteri-  
ous Lady."  
World Theatre: "The King of  
Kings."  
Star Theatre: "Circus Rookies"  
and "A Dog's Life."  
Tea Dances: H.K. Hotel and  
Peninsula Hotel, 4.30 p.m.  
Dinner Dance: Peninsula Hotel,  
8.30 p.m.  
European Malls:—Outward:  
Europe via Marseilles (Naldera),  
10.30 a.m.

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for a  
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### HONG KONG'S NEW BUSES.

GUY 30-CWT. CHASSIS.

MODEL OF DISTINCTIVE AND  
ADVANCED DESIGN.

Guy Motors, Ltd., of Wolverhampton, have produced a new model 30-cwt. chassis of remarkably clean and straightforward design, containing many fine features, and we understand that this is the type likely to be embodied in the new buses for Hong Kong which have been ordered.

This new model meets the demand of experienced transport users for a light goods chassis of outstanding quality at a reasonable price. The price of the chassis completely equipped is £248, ex works.

The high power-weights ratio, 4 ft. 9 in. track, ample ground clearance, efficient cooling by pump water circulation, makes it eminently suitable for overseas service.

Briefly, the specification is as follows:—

Engine: 4-cylinder-monobloc-80 by 130 (3,200 cc.), with detachable head, removable in less than seven minutes. Combustion chambers have been designed to promote gas turbulence and are completely machined to definite dimensions to ensure uniform compression in each cylinder and an unusually high compression ratio, giving exceptionally high power output with low fuel consumption. The crank-case is exceptionally stiff and rigid, carrying the crankshaft and camshaft. The flywheel housing is cast integral with crankcase.

The forced feed lubrication system is unusually complete, applying not only to crankshaft, connecting rods and camshaft bearings, but also to the overhead valve gear.

#### Water-Cooled.

Cooling is by water pump circulation. An air filter is provided for the carburettor.

Clutch: Single dry plate. A stop is provided on the primary shaft.

Gear box: Four forward speeds and reverse with right hand change. The shafts are exceptionally short and of unusually generous diameter, providing that rigidity which ensures quietness.

The gear are highest quality oil tempered nickel chrome steel with wide faces.

Spiral gears located at the rear provided a position drive for speedometer.

Starter: A 12-volt electric starting motor is mounted on the near-side with an inspection trap above the Bendix drive giving access to the pinion.

Lighting Set.—The 12-volt lighting set comprises positive drive dynamo, battery, switchboard, pair side lamps and tail lamp.

Cardan Shaft and Universals.—This is a one-piece tubular shaft with Hardy Spicer joints.

#### Floating Rear Axle.

Rear Axle.—Overtype worm, fully floating. The weight of the vehicle and load is not borne by the axle shafts—a common practice on other vehicles resulting in broken axle shafts and the shedding of the road wheels. Guy road wheels cannot be come detached if an axle shaft breaks.

Front Axle.—H section steel stamping. The hubs are mounted on taper roller bearings, easily adjustable for wear.

Brakes.—Both brakes are of the internal expanding Duplex type, operating in the rear drums, each brake being independently adjusted by means of a conveniently placed wing nut. To permit of further adjustment to accommodate wear of linings, the break operating levers are serrated.

Front wheel brakes: Can be fitted, if desired, at an extra charge. The arrangement consists of internal expanding shoes in drums fitted to the front road wheels. The foot pedal operates front and rear brakes together.

#### Spring Loaded Type.

Steering.—Worm and roller type. The side steering push rod connections are of the spring loaded type and lubricated by oil gun.

Frame.—Pressed steel channel, 6 by 2½ by ½ in. section. Well trussed with substantial cross members.

Road Springs.—Semi-elliptic—front and rear, made from specially tested spring steel.

Tyre Equipment.—Pneumatics, 33 in. by 5 in. front, 34 in. by 7 in. rear, including spare wheel with solid tyre.

Chassis Equipment.—Front wings and stepboard; instrument board with oil indicator, carburettor air control and positive speedometer; 12-volt lighting and starting set, comprising dynamo and starter, battery, switchboard, pair side lamps on wings and one tail lamp; electric horn; air filter to carburettor; spare wheel with solid tyre; kit of tools; number plates.

Chassis measurements: Wheelbase, 11 ft. 2 in.; overall length, 18 ft. 8½ in.; dash to rear axle, 8 ft. 8½ in.; dash to end of frame, 12 ft. 6½ in.; track (front and rear), 4 ft. 9½ in.; height (laden), 2 ft. 5 in.; ground clearance, 12½ in. under front axle; 11½ in. rear.

Class weight: 31 cwt.

Turning circle 48 ft. approx.

We understand that eight of these vehicles are on order and are due to arrive here in June.

## MOTOR NOTES

### AN INTERESTING ROAD TEST.

#### THE NEW A.C.

In many ways (says *The Autocar*) the 16.56 h.p. six-cylinder A.C. is a more than usually interesting car, for it is an excellent example of what can be achieved when an up-to-date design is carried out unaltered in the main for a number of years, although modernized and improved as to detail. Then, again, the chassis is definitely built with the idea of reducing weight so far as is safely possible, in order that a high power-to-weight ratio may be obtained with a correspondingly lively performance.

How great an improvement has been effected in the car is soon realised on comparing the 1929 model with its predecessor of say, two years ago. In the first place, the appearance alone has undergone a considerable change, although the larger and taller radiator and the tapering lines of the bonnet are still characteristically distinctive. The chassis now carries a four-door, four-light body on modern lines, with deep sides coming close down to the running boards. As the wheelbase is nearly 10 ft., the coachwork is quite roomy, and the width over the adjustable front seat is 47 in., while the rear seat is only 3 in. narrower. The upholstery is of red antique leather, covering air cushions, and, provided that these are not over-inflated, a common fault with pneumatic upholstery, the seating proves very comfortable, even when such a distance as 200 miles or more is covered in a day.

#### WIDER BODY.

This body is 3 in. wider and 3 in. longer than previous models, but, in spite of its ample dimensions

and the fairly long wheelbase, the weight of the car is only just over 1 ton, which largely explains the lively performance of which the 16.56 engine is capable. Weight, of course, plays a very important part in acceleration, and the performance from a steady 10 m.p.h. to 30 m.p.h. is, above the average. Owing to the good acceleration possible on top gear, the car may be driven largely on that ratio if the driver so wishes, but as the gear change is an easy one there is no reason why the car's second gear should not be employed in order to make full use of the engine's capabilities. As a result the car is able to put up a high average speed over give-and-take roads. In the case of the car placed at the disposal of *The Autocar* for test by A.C. (Acedes) Cars, Ltd., the maximum speed on top gear was genuinely 60 m.p.h.

#### MAIN ROAD GRADIENTS.

On main road gradients such as are met with, for instance, on the Henley-Oxford road or on the Andover-Salisbury road, the A.C. shows up to advantage, for, thanks to its light weight, it takes these in a charmingly easy fashion on top. A gradient of 1 in 10 is within its top gear range, while a gradient of 1 in 6 can be dealt with quite comfortably on second.

In the smooth running of the latest engine an improvement is undoubtedly noticeable, and at a comfortable cruising speed of 40 m.p.h. it runs very quietly and effortlessly. Even at maximum speed it makes little fuss, although naturally one is aware that a considerable amount of power is being developed. In accelerating on top gear from quite low speeds it is

possible to detect a slight tremor from the engine, but otherwise it remains practically free from vibration.

Another good point is the little noise audible to the occupants of the car when the indirect ratios are in use. In this respect the well-known A.C. feature of combining the gear box with the back axle is probably partly responsible. In connection with this, one is apt to think at first that the unsprung weight must be increased, but when it is realised that the back axle casing and torque tube are of a light alloy one can admit the claim made that the weight of the combined gear box-back axle unit is less than that of many normal back axles on cars of equivalent size.

#### EXCELLENT DRIVING QUALITIES.

Certainly from a consideration of the suspension and road-holding qualities, it would not appear that the unsprung weight is greater than usual, and the quarter-elliptic springs in conjunction with shock absorbers give very comfortable riding over indifferent road surfaces. The car also holds the road very well, so well, in fact, that one is tempted to take liberties with it. The steering is somewhat unusual in these days, for it requires only one and one-third turns of the 18 in. spring-spoked steering wheel to move the front wheels from one full lock to the other. One is apt to find the steering a little stiff at low speeds when the maximum lock is required, but at normal touring speeds the stiffness disappears.

Certainly a long day's run leaves the driver very free from any feeling of fatigue, and whatever his

## WILLYS KNIGHT CARS & TRUCKS.

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inches may be, he can, by means of the adjustable front seat, obtain a very comfortable driving position. Owing to the position of the gear box, it has been possible to set the right-hand gear lever well back, so that it is in a natural position for the driver's hand. A small criticism to be made concerns the position of the horn switch, which is mounted on one of the spokes of the steering wheel. On a straight road nothing could be more convenient, but on a sharp bend one is apt to find that the switch is temporarily "lost."

Regarding the brakes, one is left with the impression that they are not quite in keeping with the lively performance of the car, although at the time of test the roads were wet and slippery. Probably a slight adjustment was needed, but the brakes are smooth and progressive and do not affect the steering.

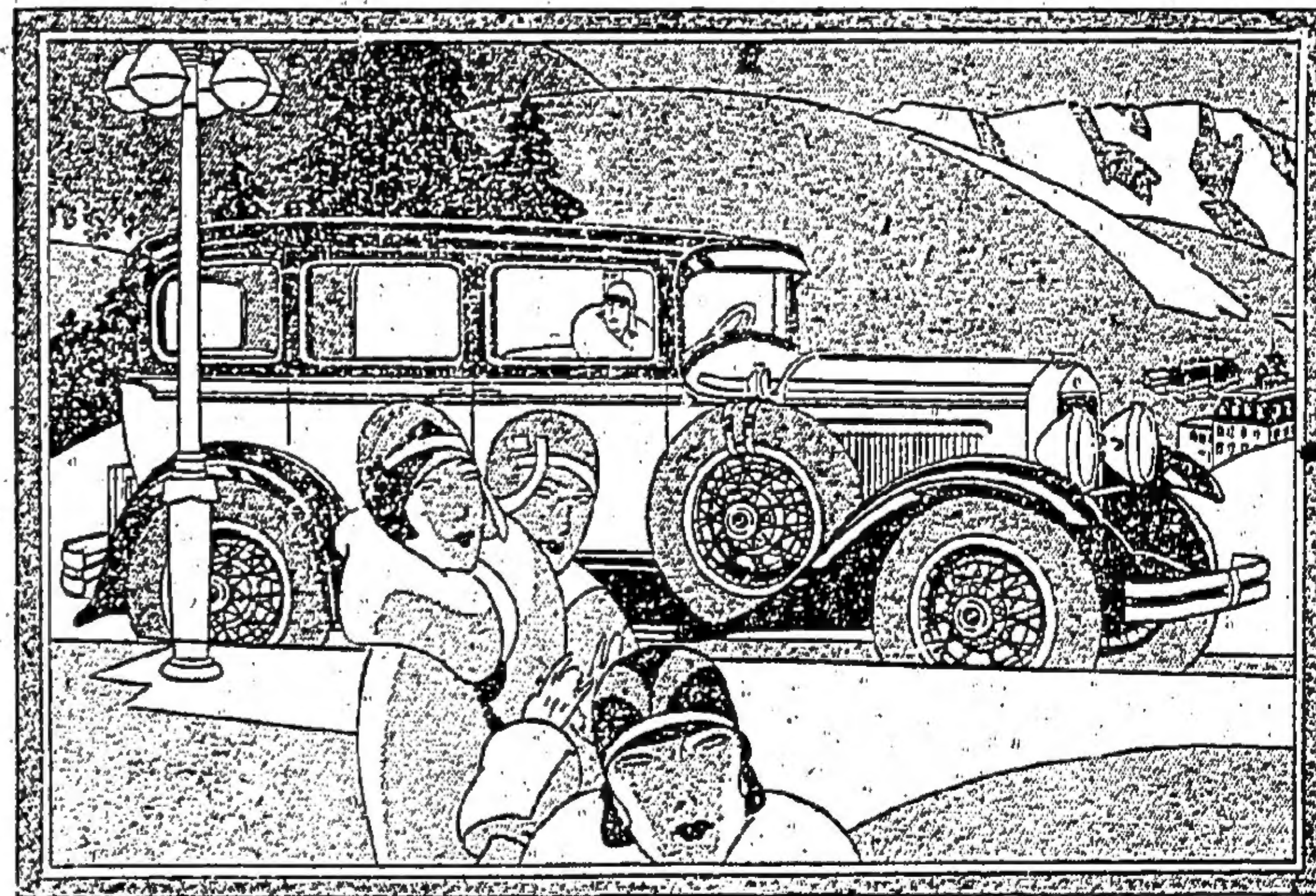
#### COMFORT IN COACHWORK.

The weather during the test was calculated to bring out to the utmost the advantages of a saloon body. Particularly were the ventilation arrangements appreciated, for the windows and single-panel screen can be kept closed and ample fresh air be secured by means of a ventilator fitted in the projecting visor above the screen, the roof ventilator being open at the same time. In traffic the driver appreciates the arrangement of the lights in the front doors, for these are divided vertically, and the rear portions are made to slide, so that hand signals can be given with ease. The windows in the rear doors are provided with winders.

Another convenience is the large rear light with its spring-controlled roller blind, which can be instantly released by the driver so that any glare from the head lamps of a following car can be eliminated. The single-pane screen fits very well and is draught and rain-proof, while the supporting pillars are of steel and, therefore, of the smallest possible dimensions.

Ample thought has been paid to the convenience of the passengers, and useful recesses are formed in each of the wide front doors, there being also a large cubby hole in the fascia board in front of the passenger. The instruments are neatly grouped and are well within the driver's view. Incidentally, the height from floorboards to roof lining is 3 ft. 9 in. At the rear of the car is a luggage boot that will hold two suitcases.

## Compare THE DIRECTOR'S performance and price



THE DIRECTOR ROYAL SEDAN—Either wood or wire wheels are available, hydraulic shock absorbers, ball bearing spring shackles.

STUDEBAKER'S new Director is eager to prove its champion performance to you—as it officially proved to the world by traveling 5000 miles in 4751 minutes.

No other car in its modest price class equals The Director's speed and endurance. No other car equals The Director's riding comfort because only a few costly cars offer you the tranquil riding ease of hydraulic shock absorbers plus ball bearing spring shackles.

New beauty reflects the Studebaker Director's oft proved speed and stamina. Champion fleetness and endurance are expressed in the spirited style of its low-swung lines and youthful colours.

Come drive the new Director today. Realize that here is a champion car—and a Studebaker—with a 77-year-old heritage of careful craftsmanship and honest value. There are no finer motor car credentials.

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[Studebaker holds four great lines of cars—The President Eight (30,000 miles in 25,324 minutes); The Commander Eight (20,000 miles in 4,751 minutes); The Director (2000 miles in 4751 minutes); The Roadster (1000 miles in 944 minutes). Each is backed by Studebaker's 12-month guarantee.]

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Brake Horse-Power 48 at 2,600 Revolutions.

Piston Displacement 194 Cubic Inch. Wheel-Base 107 Inches.

Speed 55 M.P.H.

Model	Net Weight	F.O.B. Price	Extras	Packing Shipping Delivery	Net Hong Kong Price
Roadster ..... 2-pass.	2,006 lbs.	G\$525	G\$54	G\$216	G\$790
Tourer ..... 5-pass.	2,056 lbs.	525	54	216	790
Coach (2 door) ..... 5-pass.	2,316 lbs.	595	40	255	900
Coupe ..... 2-pass.	2,176 lbs.	595	40	255	900
Sedan ..... 5-pass.	2,396 lbs.	675	40	255	980
Cabriolet ..... 4-pass.	2,276 lbs.	695	40	255	1,040
Landau Sedan ..... 5-pass.	2,396 lbs.	725	40	255	1,080

Hong Kong Price includes spare rim Tire and Tube, Bumper, Bulb Horn, Right Hand Drive.

#### INTERNATIONAL SERIES "A C" COMMERCIAL.

R.A.C. Horse-Power Rating 26.55.

Brake Horse-Power 48 at 2,600 Revolutions.

Piston Displacement 194 Cubic Inch. Wheel-Base 107 Inches.

Speed 45 M.P.H.

Half Ton Chassis (20 x 4.50 Tires) ..	1,815 lbs.	G\$400	G\$30	G\$155	G\$575
Half Ton Chassis and Cab No. 560 ..	2,015 lbs.	515	20	215	750
Cab Top Express Truck " 123 ..	2,280 lbs.	565	20	240	815
Screen Express Truck " 103 ..	2,705 lbs.	595	20	265	880
Combination Truck " 104 ..	2,530 lbs.	605	20	265	890
Panel Express Truck " 206 ..	2,285 lbs.	625	20	250	895
Eight Passenger Bus " 34 ..	2,285 lbs.	640	20	255	915

Hong Kong Price includes spare rim Tire and Tube, Right Hand Drive.

#### INTERNATIONAL SERIES "L O" UTILITY.

R.A.C. Horse-Power Rating 26.55.

Brake Horse-Power 48 at 2,600 Revolutions.

Piston Displacement 194 Cubic Inch. Wheel-Base 101 Inches.

Speed 50 M.P.H.

1½ Ton Chassis (20 x 40 Tires) ..	2,435 lbs.	G\$545	G\$45	G\$165	G\$755
1½ Ton Chassis (20 x 6 Tires) ..	2,230 lbs.	545	115	165	825
1½ Ton (146") Chassis ( " ) ..	2,410 lbs.	545	215	185	945

Hong Kong Price includes spare rim Tire and Tube and 4 Fenders.

#### EXTRA FOR BODIES MOUNTED ON 181" CHASSIS.

Sedan Cab ..... No. 508 ..	400 lbs.	G\$ 95	G\$30	G\$ 65	G\$190
Cab Top Body ..... No. 328 ..	775 lbs.	175	30	115	320
Screen Body ..... No. 308 ..	950 lbs.	225	30	145	410
Combination ..... No. 303 ..	1,000 lbs.	250	30	145	425
Panel Body ..... No. 405 ..	800 lbs.	270	30	125	425
12 Pass. Bus ..... No. 38 ..	775 lbs.	305	—	130	435

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## FINE PERFORMANCE BY STUDEBAKER.

### AN ENDURANCE RECORD SET UP.

"Because the conquest of the air assumes a more spectacular feature, we are apt to overlook the marvelous advance which has been made in the automobile," says a recent editorial in the Lincoln (Nebraska, U.S.A.) Star, commenting on the record breaking performance of the U.S. Army airplane "Question Mark."

"Some of the greatest engineering triumphs have been recorded in this industry. In endurance the automobile engine has demonstrated its superiority over the airplane."

"Under the auspices of the American Automobile Association at the Atlantic City Speedway four stock cars from the Studebaker factory started on an endurance test and continued running for 19 days, covering a distance of 30,000 miles in 26,326 minutes. The last 1,000 miles was covered at a speed of 71 miles an hour, and the average for the 30,000 miles was 68.37 miles an hour."

"In speed the airplane holds the record with a mark of 381 miles per hour. For sustained performance or endurance the honours are all with the automobile. As against the 12,000 miles covered by the Question Mark in its record smashing performance of continuous flight, the automobile has 30,000 miles chalked to its credit."

"In both fields engineering genius has scored notable triumphs which are worthy of enduring recognition in the annals of civilization. Certainly we have reached the point where every demand of this age, when seconds become precious and the urge is to save time, has been answered."

A striking tribute to the powers of endurance of Studebaker cars for which the Hong Kong Hotel Garage, Ltd., are the local agents.

## THE NEW WHIPPET SIX.

### STRENGTH, GRACE, AND BEAUTY.

In modish design, the new Superior Whippet introduces costly car style practice to the light car field just as its predecessor introduced costly car engineering practice. It has mastery of modern design, beauty that commands instant admiration and bears testimony to creative genius and attention to detail.

In fact, the new Superior Whippet definitely establishes an ultra-modern style motif for the light car field. The longer bodies, higher radiator with chromium plated shell, low sweeping lines, one-piece full crown fenders of heavy metal, larger and more distinctively shaped lamps, harmony of colours, all contribute to the trim, smart appearance that makes these new models a most desirable possession.

Other artistic improvements include one-piece garnish moulding and paneling, chromium plated radiator shell and headlight doors, Butler silver hardware, large hub caps, clustered instrument board in two-tone ivory, with Butler silver bezel and indirect lighting, heavy running boards—an ensemble which was obtained only from heavy expenditure on costly dies and material.

Even high priced cars have yet to install as practical a device as the "Finger Tip Control." This ingenious invention eliminates the necessity of fumbling for a starting button somewhere on the toe-board and the attendant scuffing of shoes—the inconvenience of reaching for the light switch on the dash. It is literally at the finger tips of drivers to start the engine in those road emergencies which fortunately occur infrequently. Welcomed by all motor drivers, this new feature will be an especial boon to the ladies who drive.

The longer bodies of the new Superior Whippet give spacious interiors and more leg room. The

longer springs at both front and rear, with shock absorbers, result in greater driving and riding comfort. Wider doors on all models give easier entrance and exit facilities. Narrower body posts at the windshield assure a wider range of vision—a safety factor of major importance.

The wide, deeply cushioned seats have form-fitting backs and proper contours for comfortable seating and particularly will owners taking long journeys be impressed with the attention paid to designing this feature.

The new mono-control windshield on closed models is another distinct improvement as the windshield opens so that the road itself can be seen without interference from the glass. This will be especially appreciated when driving through fog or heavy rain and for the extra ventilation in hot weather. The windshield can be quickly and easily wound open or shut with one hand, without stopping the car.

Mechanically, as well as artistically, the new Superior Whippet improves on its former standards.

The new higher compression four-cylinder engine gives more than 20 per cent. added horsepower—speed is increased by four to five miles more per hour—higher second gear ratio gives faster acceleration—the car has greater hill climbing ability—the completely redesigned steering gear gives even greater handling ease than its predecessor.

Other points likely to appeal to the discriminating motorists are the front end chain drive, forced lubrication by pump, water circulation by pump and ample radiator capacity for efficient cooling.

In a 24-hour run on the famous Indianapolis Speed Way—the world's most severe track for endurance testing—a standard Whippet Six under official observation averaged 53.52 miles per hour—the world's record for standard cars costing less than U.S. \$1,000. In numerous other tests conducted in various parts of the world, the Whippet Six has also demonstrated remarkable ability in the matter of fuel and oil economy.

Messrs. Gilman & Co. are the local agents.

## PRIZES FOR PETROL SUBSTITUTES.

Rome (U.I.).—The Ministry of National Economy has distributed a series of prizes to Italian firms for the best petrol and coal substitutes prepared from national products such as heavy fluid oils, lignite, lignite coke and turf impregnated with mineral oil which latter is found in some districts of Sicily.

A scientific attempt is to be made to use some of these oil substitutes for the heavier and slower forms of motor traction, and a considerable saving on the bill for imported gasoline is expected to be made. The solid combustibles such as lignite and turf will be employed, where it is possible, in order to effect a reduction in Italy's heavy coal bill, and the heavy oils will be tried after refining for slower moving forms of motor traffic.

It is rumored that a Hong Kong company is also experimenting to obtain a cheaper substitute for petrol.

## JURY DISAGREE.

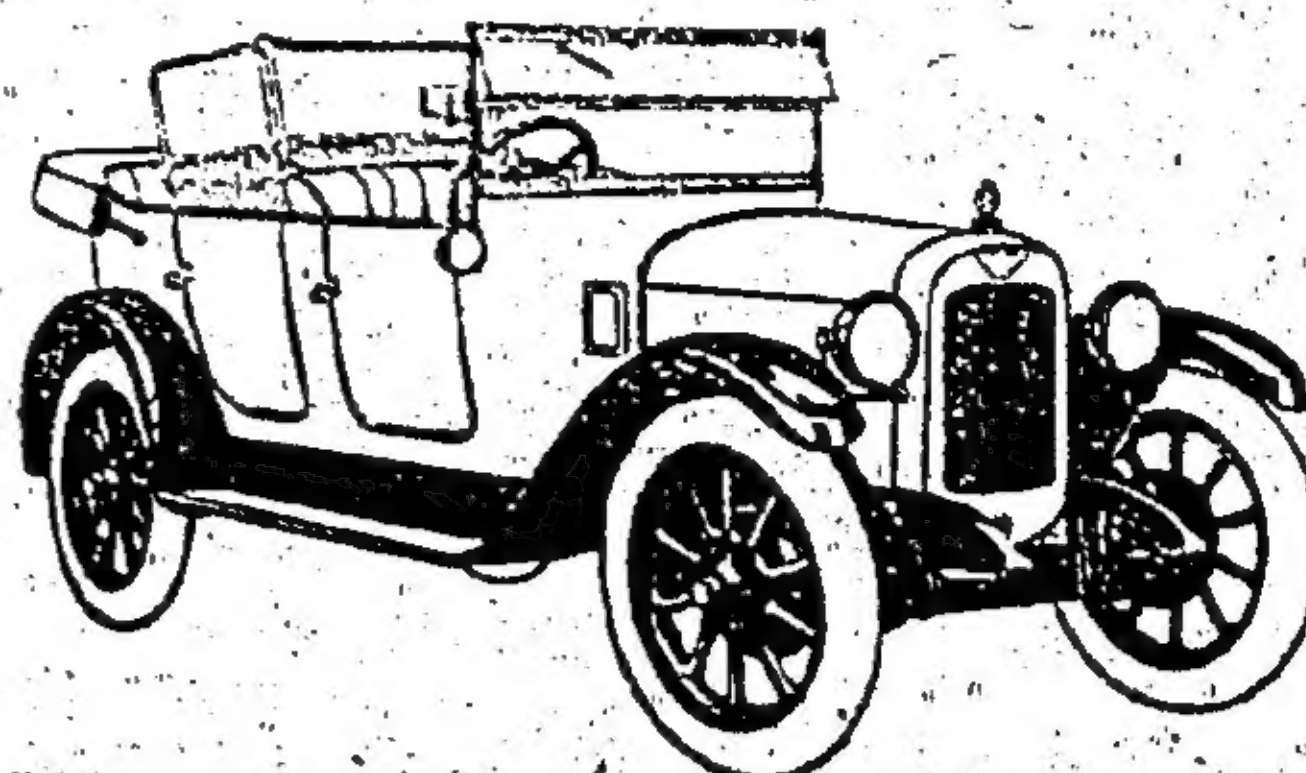
The special jury in the King's Bench Division who tried the action brought by Mr. John Herbert Skelton, of Maida Vale, against the Triplex Safety Glass Company, Ltd., for damages for an alleged breach of warranty, failed to agree, and were discharged.

Mr. Skelton's sister-in-law, formerly a beauty specialist's manager, was disgraced when the cut in the face, it was alleged, by the splintered windscreen of Mr. Skelton's motor-car in a collision. She obtained £1,135 damages against him, and Mr. Skelton sought to recover the sum and expenses against the Triplex Safety Glass Company.

The m.v. Manchester Castle, which sailed from Hong Kong via the Philippines, Java and the Straits on Feb. 4, arrived at New York on April 6. Her voyage from Singapore to New York was completed in 33 days—believed to be a record trip via Suez Canal.

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# ADDED BEAUTY and POWER in the New Superior WHIPPET

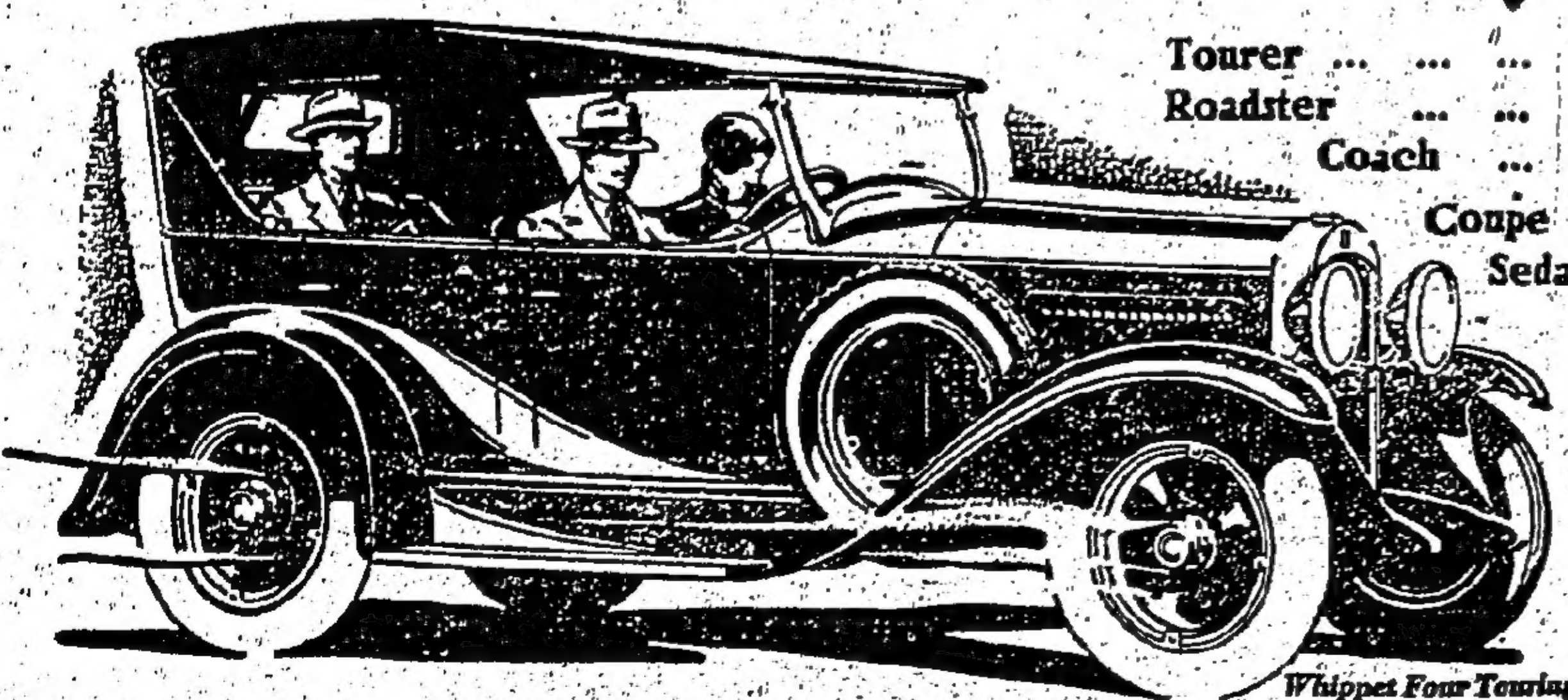
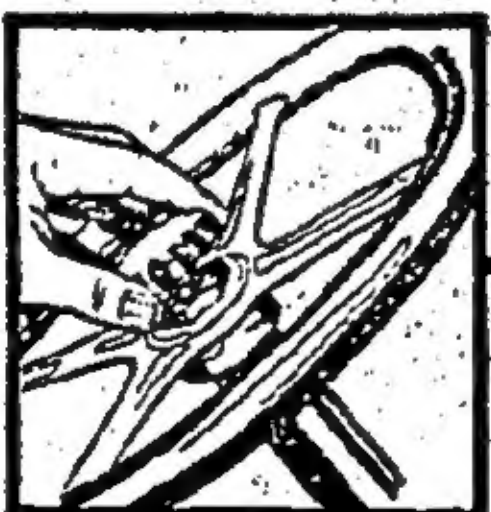
In powerful, economical performance, as well as in grace of line, harmony of colour and beauty of appearance, the new Superior Whippet established advanced standards for all light cars.

The new and improved engine of the Superior Whippet has a longer stroke, higher compression, greater torque and more than 20% added horsepower.

Top speed is considerably increased while a higher second gear gives even livelier pick-up than in the original Whippet. The new car also has greater hill-climbing ability. In every respect the new Superior Whippet is one of the most brilliant performers on the road.

The Superior Whippet is a low-priced car, yet offers the important advantage of the new "Finger-Tip Control"—the most notable aid to driving convenience since the self-starter. A single button in the middle of the steering wheel starts the motor, sounds the horn and operates the lights.

You can see the beautiful new models at your nearest Willys-Overland dealer's. Let him arrange a demonstration. You will find the Superior Whippet easy to drive and most economical to operate.



Tourer	...	...	\$1,590
Roadster	...	...	1,695
Coach	...	...	1,950
Coupe	...	...	1,950
Sedan	...	...	2,080

LOWER COST OF OPERATION

# THE NEW SUPERIOR WHIPPET 4

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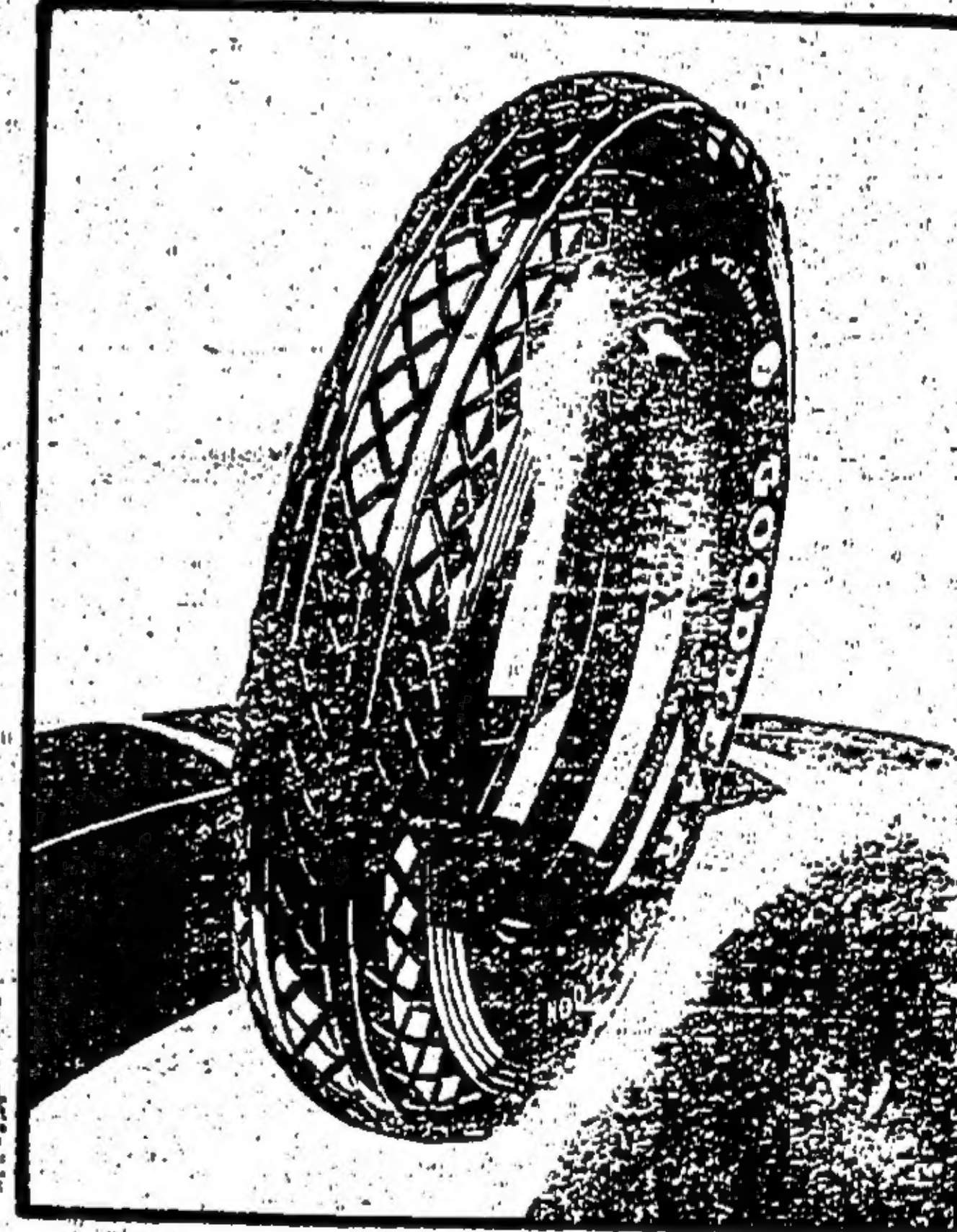
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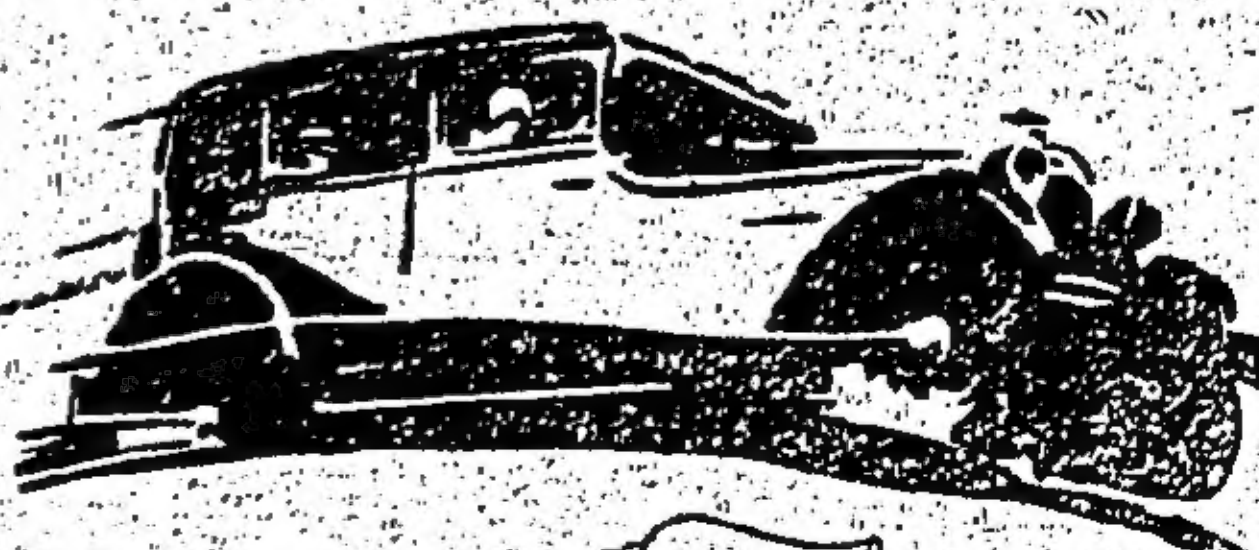
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ENGLISH PRINTED FOULARDS

A range of Ties that will suit every taste for colour and design. Made of superfine quality Foulard Silk in a selection of newest Spring patterns.

Tensile lining—the lining which will not become twisted in wear.

BOWS \$2.00. LONG TIES \$3.50.

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HONG KONG

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GUARANTEED.  
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LOOK ROUND  
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SHOWROOM.  
YOU WILL BE  
DELIGHTED.

## VICTORIA DIOCESAN AND MISSIONARY ASSOCIATION.

### YESTERDAY'S INAUGURAL MEETING.

#### LECTURE ON "REMEDIES FOR RACIAL FRICTION."

The inaugural meeting of the Victoria Diocesan and Missionary Society was held yesterday in the Helena May Institute, the Bishop of Victoria (the Right Rev. C. R. Duppuy) being in the chair. Over a hundred people were present and tea was served before the meeting.

Following an interesting address by the Bishop explaining the objects and meaning of the V.D.M.A., the proposed constitution of the Association was adopted by the meeting.

The Rev. R. D. Rees, Assistant professor of History at Lingnan University, gave a lecture on Remedies for Racial Friction. Mr. Tsao who was also to have spoken on the subject, was unable to be present.

#### THE BISHOP'S SPEECH.

The meeting was opened by a prayer conducted by the Dean of St. John's Cathedral, after which the Bishop spoke as follows:—

We meet to-day for two purposes—to inaugurate the V.D.M.A. The old firm—the Church Missionary Association and the Victoria Diocesan Association, go out of business to-day; the former after thirty years service, the latter after eight years service. Their places will be taken by the V.D.M.A. in which we hope the spirit both of the C.M.A. and V.D.A. will live.

To consider "Remedies for Racial Friction" under the leadership of the Rev. R. D. Rees (Assistant Professor of History at Lingnan University and author of "Close Quarters—Human Life in the Modern World.") I am sorry to say that Mr. Tsao who was also to have spoken on the subject is out of the Colony.

I want from the Chair to move the adoption of the Constitution of the V.D.M.A. and in doing this I would like to say a few words about our hopes for the V.D.M.A. I believe a grand opportunity is before it.

What the V.D.M.A. is intended to express the family life of the Diocese. Religion and Fellowship are meant to go hand in hand. I think the ideal of the diocese as one great family has always been a leading idea in the Church life. Those old builders had this ideal when they made our grand Cathedrals. Their idea was to make them the great family house of God for the diocese where the Bishop as Father in God and his household—his family—worshipped before the One Eternal Father of us all. You get it again in the very word diocese which comes directly from the Greek word *diokoe*—to keep houses. Such is the old ideal which has come down to us through the ages and I doubt if we shall easily be able to improve on it. I think the vision which our forefathers in the faith saw of one great diocesan family is a true one. Anyhow, we want the V.D.M.A. to be a guild of fellowship.

Linking up congregation with congregation. We want to carry the fellowship spirit right into the heart of our Church's life and I believe the V.D.M.A. can do valuable work in this respect by linking together the members of our different congregations, and not least by these happy yearly "At Homes" which I would like every member to make a point of attending. There are many barriers to be broken down; we are naturally shy creatures; but don't let us always be talking to the same old friends; let us make pilgrimages to fresh fields and let us in our V.D.M.A. truly try to express the family life of the diocese. The V.D.M.A. is a guild of fellowship linking up congregation with congregation; but also we hope it will become increasingly a guild of fellowship, linking up race with race, forming a natural bridge between Chinese Christians and British Christians and the whole Christian family irrespective of race. I doubt if fellowship between race and race comes so much directly as indirectly by having common interests and the common work to do. I hope the V.D.M.A. will provide such a rallying point. I think it a happy coincidence that the V.D.M.A. should be inaugurated on the day when we have for our subject at this "At Home" "Remedies for racial friction." Again I think the V.D.M.A. will prove its value as a guild of fellowship not only by linking up congregation with congregation and race with race but by linking up friends at Home with us out here. There will be a constant interchange between the V.D.A. at Home and the V.D.M.A. here; we have the same magazine—"The Outlook" any of our members and their friends who happen to be in England are invited to the V.D.A. Reunion held in London each June and I hope some of you will shortly write on the slips provided the name, if any, you would like invited to the V.D.A. Reunion on June 12; and all V.D.M.A. members who leave the diocese for England are transferred to the Home V.D.A. if they desire it.

I hope that in these and many other ways the V.D.M.A. will prove itself to be a guild of fellowship giving expression to the family life of the diocese.

Secondly, we want the V.D.M.A. to be a sort of inner circle within the family life of the diocese—an inner circle for fostering among a diocesan and the missionary spirit as is implied by its very title Victoria Diocesan and Missionary Association.

#### An Inner Circle.

We want it to stand for the big view, we don't want either the diocesan or missionary side to suffer because the V.D.A. and C.M.A. have ceased to exist among us—rather we desire both to grow. The V.D.M.A. is a challenge to live our Christian life more spacious and to take a far wider view of things. You remember how Michael Angelo once visited Raphael's studio. The work on the canvas was well done, only it was too cramped and on the canvas of the younger man Michael Angelo wrote the one word, *Amplius*. Do it on a bigger scale. That was the turning point in Raphael's career. It changed him from being a little artist into becoming a very big artist; it made him immortal.

There is so much waiting to be done all about us if only we members of this diocesan family can get our eyes open and do things on a bigger scale. And the V.D.M.A. is a reminder to each one of us that we can all help—that our individual efforts count. Let the V.D.M.A. keep before it the big objective all the time.

To live and think in a diocese is an essential part of our training as church men. I think it is right to say that the diocese is the true unit of the Church's life and that through the sense of diocesan unity the larger unity of the church can be realized. At any rate I hope the V.D.M.A. will keep steadily before it all the time the big view and give us both a true diocesan objective—making for diocesan efficiency—and a true world objective—nothing smaller will do.

Stand for Something Creative. Finally, we want the V.D.M.A. to be a creative fellowship—a home of creativeness. 230 years ago, on March 8, 1898, five men met together in London and the Society for the promotion of Christian knowledge was founded. The result of a meeting of five men 230 years ago is felt all over the world to-day. The S.P.C.K. has done and is doing a mighty creative work. Cannot we rightly hope that creativeness will from the very first be a mark of the V.D.M.A.?

We want from the very outset to make it our aim that the V.D.M.A. shall add to the life of the diocese and the church.

Some people maintained that what is needed is more contacts, social and business. There was little contact except in offices and public places. British reserve was one of the difficulties. This gets together business may be too easy; it does not follow that "the more we are together the happier we shall be"—it is this rubbing of the friction between races. People must be brought together for a mutual purpose easily and naturally, with something outside themselves to talk about, sports often often effects this, or a social club with or without games, or a common job of work. Fellowship is often a by-product of something else as the war illustrated.

The Christian Church is a home for all men to meet in love and charity with their neighbours and can in this way be made a centre of racial contact. Fellowship means sharing we must share our lives. The language barrier makes difficulties but many of us could try to learn even a little Chinese, and there are a growing number of Chinese who can speak our language.

The lecturer suggested the formation of small inter-racial groups for the discussion of various subjects and mentioned on such group, of which he had been a member, in Shanghai and the very controversial subjects which they had talked over. This was dangerous for those who lack a sense of humour. But if we were concerned with building up a real union of mind between men of different races this group method was a good one.

To-day the leaders of the church are changing their outlook; they do not now look on Europe as a white, and Christian Continent sending out light to dark and heathen lands. They realise that the light is coming from all over the world, and that the fellowship of Christ's followers is an international and inter-racial fellowship.

At the conclusion of the lecture the Bishop thanked the speaker, and also Mr. Black who had made all the arrangements for the tea. The proceedings were closed by a short prayer from the Bishop.

the Anglo Saxon guildan to pay. We of the V.D.M.A. expect systematic giving as part of our work and there is no much waiting to be done to take only the following list of commitments for which it wants the V.D.M.A. to be responsible and this is only one list of needs. I am glad so many of our parishes are adopting the duplex envelope system. I am sure it will be found a real benefit. St. Andrew's Church, Kowloon, has already proved this. I should like also to say were that the C.M.A. had been in the habit of issuing collecting boxes and I hope that these will be continued and that more will be taken. I think also when the Executive Council of our Diocesan Conference begins to function and draws up its comprehensive budget for the whole work we shall all know just what is wanted and what it is wanted for. I believe there is the money if we can only get people interested.

#### Fellowship in Service.

We want the V.D.M.A. to be a guild of service. Our aim is not that the few people should do all the work but that the interest should be distributed. I think to get all the interest in the hands of a few is a fundamental mistake the V.D.M.A. stands emphatically for spreading the interest. Our ideal is that each V.D.M.A. member should pray to God every day and do something to help forward the work of the Church. Shortly in the English Churches we shall be forming electoral rolls as in England. I hope at once all V.D.M.A. members will enrol themselves and that members will always regard themselves as a body of people who are pledged to give systematic service.

It is because, I believe, that the V.D.M.A. has before it great possibilities that I have pleasure in moving that its constitution be adopted—and in doing this I should like to explain that the constitution which is before you has already received the provisional approval both of the C.M.A. and of the V.D.A. at its annual meeting.

#### REMEDIES FOR RACIAL FRICTION.

The Rev. R. D. Rees began by saying that Hong Kong was not the only place in the world where international relationships were difficult.

Speaking of the Jerusalem conference he said that when a Japanese mentioned that they felt very strongly the immigration rules of U.S., a Korean got up and gently mentioned something about the Japanese in Korea.

The racial issue in South Africa is dominant, and must be in all countries where white and black live together in a climate which is suitable for white men, but where the controlling race is in the minority and the country is being widely developed.

The problem between black and white was not he said so acute in U.S. In India the rules and the rules are clearly marked by race. In the East there are the problems of Oriental emigration of Manchuria and of the relationship between China and the foreign powers.

#### Hints for Hong Kong.

The lecturer then turned to Hong Kong and stressed the fact of the very large number of different races here.

Some people maintained that what is needed is more contacts, social and business. There was little contact except in offices and public places. British reserve was one of the difficulties. This gets together business may be too easy; it does not follow that "the more we are together the happier we shall be"—it is this rubbing of the friction between races. People must be brought together for a mutual purpose easily and naturally, with something outside themselves to talk about, sports often often effects this, or a social club with or without games, or a common job of work. Fellowship is often a by-product of something else as the war illustrated.

The Christian Church is a home for all men to meet in love and charity with their neighbours and can in this way be made a centre of racial contact. Fellowship means sharing we must share our lives. The language barrier makes difficulties but many of us could try to learn even a little Chinese, and there are a growing number of Chinese who can speak our language.

The lecturer suggested the formation of small inter-racial groups for the discussion of various subjects and mentioned on such group, of which he had been a member, in Shanghai and the very controversial subjects which they had talked over. This was dangerous for those who lack a sense of humour. But if we were concerned with building up a real union of mind between men of different races this group method was a good one. To-day the leaders of the church are changing their outlook; they do not now look on Europe as a white, and Christian Continent sending out light to dark and heathen lands. They realise that the light is coming from all over the world, and that the fellowship of Christ's followers is an international and inter-racial fellowship.

At the conclusion of the lecture the Bishop thanked the speaker, and also Mr. Black who had made all the arrangements for the tea. The proceedings were closed by a short prayer from the Bishop.

## KAIPING HOUSEHOLD COAL

In Lots of not less than 1-ton—

Delivered to Peak District (above Bowen Road), \$23.00 per ton.

Delivered to Bowen Road and Lower Levels, \$21.00 per ton.

Delivered to Pokfulam Road, \$23.00 per ton.

Delivered to Kowloon, \$19.00 per ton.

Note Reduction in Prices.



Orders should be sent in writing not by telephone at least 24 hours before the Coal is required.

All orders must be accompanied by Cash, Cheque, or Comrade Order payable to "The Kailan Mining Administration."

For Price Apply to  
THE KAILAN MINING ADMINISTRATION  
DODWELL & CO., LTD., Agents, Hong Kong.

## FOREIGNERS' STATUS IN MANCHURIA.

(Continued from page 1).

Attempts at Re-forestation. Rows of elm growth fringe the railway track, visible results of the valiant efforts of the Japanese administration to re-forest the denuded country-side. There is no sign of snow left, and it is difficult to realise that Harbin which we have left only last night, is still in the throes of severe winter. Here the fields are already alive with blue-clad figures, busy cutting manure in the heavy two-wheeled Chinese carts. After the offal has been deposited in large black heaps along the furrows, it gives the fields an appearance of having been invaded by an army of gigantic moles.

The express thunders past small stations and stops but for a brief instant at the larger ones. Spick and span the stations look, and on the platform after the passengers have boarded the train, there is only the station-master and a solitary Japanese policeman to be seen. How different from conditions on the Chinese Eastern Railway where every incoming train is met by an imposing force of military guards with fixed bayonets, and where the station platforms are filled to overflowing by sight-seers and station loungers who form the despair of the station administration.

We approach Kungchuling, where the largest agricultural experimental farm of the South Manchuria Railway is situated. Here it is that the Chinese population of Manchuria first received tangible proof of the benefits to be derived from the application of western scientific ways to the antiquated Chinese agricultural methods. The distribution on a large scale of selected seeds by the experimental farms among Chinese farmers has enabled them to nearly double the output of their fields and to greatly improve the standard of soybean and other grains raised. Here too the foundation was laid for flax culture, which now promises to become a most important industry in North Manchuria.

Machinery on a Large Scale. It was first at Kungchuling that mechanical agricultural machinery was put to test as to its suitability to local conditions. Such favourable results were obtained that machinery is now used on a large scale, especially in North Manchuria where virgin land had to be opened in haste to meet the incoming hordes of Chinese immigrants.

A Chinese pig is a lean and coarse animal at its best, yet at Kungchuling it was demonstrated that cross-bred with Yorkshire and Berkshire species it would produce one of the best pork animals in the world. The same thing was demonstrated by cross breeding experiments between local Mongolian sheep and Australian and Merino rams, showing what wonderful improvements of flesh and wool qualities can be achieved in that way.

It is truly remarkable to think how fast Manchuria is getting modernised. In the vicinity of Harbin there is already a large Chinese farm—where everything from ploughing, seeding and harvesting to threshing and transportation is done by mechanised power of American origin. On many timber concessions the horse and sleigh are fast being superseded by caterpillar tractors, and through the country fast motor-buses and trucks speed past the slow-moving oxen and camel caravans. New railway lines spring into existence, and the whole country is being criss-crossed with telegraph and long-distance telephone lines, while radio fans become more and more numerous even among the Chinese population.

A vast expanse of ancient burial grounds and the club house of the Mukden Golf Club as a tribute to modern times, marks our approach to the capital of Manchuria. Twice in two decades Mukden has formed the centre of events which have had a determining influence on the destiny of the province. Twenty years ago it was here that Russia's military power in the Far East was crushed, thus consolidating Japan's influence in Manchuria. Last year it was the tragic bombing incident which put an end to the warlord regime and to the autonomy of Manchuria.

## "THE GATEWAY OF THE MOON."

DOLORES DEL RIO AT THE QUEEN'S.

SOME EXQUISITE TROPICAL SCENES.

[BY OUR FILM CRITIC.]

"The Gateway of the Moon" is the romantic name of Dolores del Rio's latest picture, which you can see to-day at the Queen's. It is an Indian name for part of the jungle on the upper reaches of the Amazon, and there are some exquisite scenes of tropical vegetation. Through them moves Miss del Rio as "Toni," the halfcast niece of a wicked American contractor who is building a railway. She looks at times as lovely as her background, and nearly always as sinister. Admirers of her beauty will be sorry that she spoils her type by wearing her hair in artificial waves, during most of the picture, but her costumes are extremely picturesque—and scanty.

"Toni" is determined to win the heart of "Arthur Wyatt," who has been sent from headquarters to make a report on the work, and more particularly on the contractor. The producer seems uncertain which of two types she is to be, either the amorous and unmoral native girl, who enslaves the European to his undoing, or the pure favour growing in the jungle. Under these circumstances it is understandable why Miss del Rio usually lives her part with intense fervour seems unsure of herself. The second type suits her far better and as it appears to have been the director's final choice—in the later part of the picture—the plays best in these scenes. The rest of the cast is quite good though there is no outstanding performance.

The story has elements of romance, and is told against an interesting background. "The Gateway of the Moon" is not up to the general standard of Miss del Rio's pictures but the settings make it forgettable.

The big picture is preceded by some most interesting pictures of the cold spell at Home, and a really amusing and original "comic." Also our old friend "Felix" wanders into Japan on this occasion.

## TIMBER COMPANY SUED.

JUDGMENT GIVEN FOR THE CROWN.

### AN ENCROACHMENT CLAIM.

Before the Puisse Judge (Mr. Justice Wood) at the Summary Court yesterday afternoon, the Crown claimed \$824 from the On Cheung Timber Company, of 17, Sharp Street East. This amount was stated in the writ to be due owing to the defendant firm entering certain Crown land and using such land for their own purpose. It was assessed at the rate of two cents per square foot per month on 5,300 square feet for a period of six months.

Outlining the case, Mr. L. R. Andrews, Assistant Crown Solicitor, said that the defendants are licensees of 18,000 square feet of land on the Prax East Reclamation upon which they had erected a timber yard. They had from time to time encroached on land outside their boundaries, and with the exception of the present case they had paid the fees for other encroachments.

Mr. F. H. Cosby, who appeared for the defense, admitted that the defendants had encroached for some days on an area of about 5,000 square feet, and that the rate of fee mentioned in the writ was proper measure of damages. The point was, he submitted, how far they encroached and for what period.

After hearing evidence from P.W.D. overseers, and another officer who stated that this was the only instance in which the defendants objected to payment, his Lordship entered judgment for the plaintiff with costs.



JAPANESE BOYCOTT  
TO END.

## ORDERS TO CANTON.

COMMITTEE AND PICKETS TO  
CONSIDER THE MATTER.REORGANISATION UNDER  
NEW NAME.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, April 9.  
The Anti-Japanese Boycott Committee has been ordered to suspend its activities in view of the successful conclusion of the Sino-Japanese negotiations of the Tainan affair.

Your representative was told by an official of the Committee that a big meeting will be called in due course to discuss what action shall be taken. He pointed out that the boycott pickets in Shanghai are strongly opposing the calling off of the boycott, but whether the local committee would follow the example of their Shanghai colleagues, or whether they would obey the Government order the official was unable to say. The whole question could be gone into at the meeting, which would probably be held somewhere about the day after tomorrow.

Personally he inclined to the opinion that the Committee and their henchmen would be reorganised under the name of "the Association for the promotion of Native Products," and affiliated with "similar bodies in Central China."

## MERCHANTS DELIGHTED.

The merchants are frankly delighted at the prospect of seeing the end of the boycott, which may have benefited some sections of the community, but has certainly caused them untold loss, anxiety and humiliation. Some of them placed big orders with Japanese firms at least a fortnight ago on the understanding that the goods in question were to be delivered as soon as the boycott was ended.

## RECENT ACTIVITIES.

Meanwhile the activities of the pickets go on, although the amount of goods confiscated is much less than formerly. Last Sunday two big sacks of sharks' fins of Japanese origin were seized from a wharf on the West Bund and promptly taken to the Headquarters of the Committee and confiscated. Later the same day 21 thermos flasks of Japanese make were taken from the West Bund where they had been lying unclaimed. Evidently the owners, upon seeing the approach of the pickets, had run away, considering that course cheaper and less humiliating than being paraded through the streets. The thermos flasks were also confiscated. On Monday a suspicious looking young fellow walked out of Shameen carrying a big package. A picket was "on duty" outside the gate leading to Shaki Road in Canton and the young "smuggler" was at once caught and made to open his packages, two dozen electric lamp bulbs of "boycotted" origin being found. The "offender" tried to bribe the picket with a paltry 60 cents and begged to be let go. But the patriotic picket refused to accept so poor a bribe and the young "smuggler" and his goods were taken back to Headquarters for judgment.

GENERAL CHEN MING SHU'S  
VISITORS.

A Wah Tsz Yat Pao message says that Mr. Fung Cho Man, the Canton Commissioner of Finance, and Mr. Li Man Yan, a prominent Canton official, are in Hong Kong, reportedly to confer with General Chen Ming Shu about affairs in Kwangtung.

## CHINA'S FOREIGN AFFAIRS.

(Wah Tsz Yat Pao).

NANKING, April 9.  
According to Dr. C. T. Wang, the Minister of Foreign Affairs, the Nanking Affair is nearing a settlement.

Negotiations are in progress with Portugal, and the Ministry of Finance has been instructed to appropriate funds to compensate France.

THE POLICY OF  
KWANGSI.

## PEACE WITH KWANGTUNG.

IMPORTANT MESSAGE FROM  
WONG SHIU HUNG.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, April 9.

The Canton Authorities have received a wire from General Wong Shiu Hung, the head of the Kwangsi Government, explaining his attitude in the Nanking-Wuhan conflict and pleading for continued peace and co-operation between the Liang Kwang Provinces. His message has brought considerable relief to Canton as his policy has been considered uncertain and ambiguous. Whatever his views may be about Chiang Kai Shek (whom he heartily denounces) he wants peace with Kwangtung.

PEACE BETWEEN LIANG  
KWANG PROVINCES.

A free translation of his telegram follows:—

"To Generals Chen Ming Shu, Chen Tai Tong, and Hsu King Tong, and Admiral Chen Chak:

"Your wire explaining your policy of keeping Kwangtung out of the war has been received and is much appreciated. I have been following and supporting you for years in reconstruction work for the Two Kwangs. These provinces have been to each other as the lips and teeth—inter-related and inter-dependent. Although I have been behind the battle front and did not therefore take an active part in the Revolutionary War, yet I feel that Li Tsung Jen, Pei Chung Hsi, Hu Tsung Tu, and Hsia Wei are my comrades and colleagues in time of distress. My position is therefore different from yours. From the moment of the coup d'etat in Hunan, I saw the danger of the affair and tried hard to prevent open hostilities. But unfortunately, and to my utter regret, Chiang Kai Shek declared war on Wuhan without provocation. Chiang's big armies have now penetrated Fujian Province, and yet Wuhan has so far offered no resistance to his troops. All this points out to the heartfelt desire for peace of Li Tsung Jen, Pei Chung Hsi, Hsia Wei and Hu Tsung Tu. Chiang Kai Shek has been far too rash in trying to settle this matter on the battlefield.

"Li Tsung Jen, Pei Chung Hsi and the others have fought battle after battle for the unification of China. Now that the country is united, the men in power want to forget their services and brand them as reactionaries. And Chiang Kai Shek is using his armies to bring about their subjugation! Is this the way to treat comrades who have gone through untold sufferings for the country? A maxim of the country states: 'People will cry out and complain when they are treated unjustly. Although you are living in different territory, yet I am sure that you too, feel as I do. It is earnestly hoped that you will adhere to your peace policy and preserve the amity and friendship which have been characteristic of the relations between the Two Kwangs for the past two years. Although our course of action may be different, yet I trust we shall come to the same conclusion—the preservation and perpetuation of friendship of the two provinces. I beseech you to keep this in mind.

(Signed) Wong Shiu Hung."

OTHER KWANGSI LEADERS  
ACREE.

This declaration is corroborated by a Wah Tsz Yat Pao message which states that the defeated Kwangsi military leaders have issued a proclamation saying that Kwangsi troops will not molest Kwangtung whether they are successful or not in the campaign against the Nanking troops. They emphasise that they are against Chiang Kai Shek only, and are not plotting against Kwangtung. The same source informs us that in addition to Wong Shiu Hung, General Wong Kuei Cho, Liu Woon Im and Wong Ying Yue of the 8th Military Route, of which Marshal Li Tsai Hsin was Commander-in-Chief, have wired to Canton that they agree with the policy of Kwangtung and that they consider that peaceful action is likely to be more helpful to Marshal Li Tsai Hsin than military force. They concluded by saying that their troops will return to their original posts pending further orders.

ADMIRAL CHEN CHAK'S  
POST.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, April 9.

In accordance with the Nanking order Admiral Chen Chak, Commander of the Canton Navy, formally assumed the post yesterday as commander of the 4th Fleet.

TO-DAY'S POLICE  
INSPECTION.

## BY H.E. THE GOVERNOR.

OFFICERS WHO WILL BE  
DECORATED.

A number of police officers will be decorated this afternoon at the Central Police Station compound when the annual inspection of the Hong Kong Police Force by His Excellency the Governor, will take place.

Arrangements have been made for as large a turnout as possible and members of all the regular departments of the force will be represented.

Those who will be receiving decorations and commendations this afternoon are as follows:—

Inspector C. P. Fallon (3rd class medal).

Divisional Inspector C. Ogg (4th class medal).

Inspector W. Shannon (4th class medal).

Acting Inspector L. P. Lane (4th class medal).

Sub-Inspector A. E. Carey (Commendation).

Sub-Inspector A. E. Elston (Commendation).

Police Sergeant L. R. Whant (Commendation).

Police Sergeant W. E. Goldsmith (Commendation).

Sub-Inspector Nand Singh (3rd class medal).

Water Police.

Class II. Engineer Tong Shiu (4th class medal).

Class II. Engineer Lo Sau (4th class medal).

Detective Constable Chan Siu Ping (Commendation).

District Watchmen.

D. W. Detective Lau Shun (3rd class D. W. Force Medal).

D. W. Detective Un Man Tsun (3rd class D. W. Force Medal).

## TRAFFIC CASES.

## EUROPEAN FINED.

## CHAUFFEURS CAUTIONED.

Mr. G. R. Payne appeared at the Central Magistracy yesterday before Major C. Willson on a summons for negligent driving in Queen's Road Central at 1.30 p.m. on March 16 last. The defendant was also summoned for failing to produce his motor-cycle driver's license when called upon to do so by a Police Officer.

Sergeant Brown said that he saw the defendant driving from West to East at the time in question at a speed of thirty miles per hour. The defendant drove past a motor-cyclist and swerved to the centre of the road to do so. Witness followed the defendant and saw him go down Arsenal Street and then on to the new road on the Praya East Reclamation, doing thirty miles per hour all the time. Witness overtook the defendant on his own cycle and asked him to produce his license but he failed to do so.

A fine of \$10 for negligent driving was imposed and for failing to produce his license, he had to pay a further \$4.

## Learner Fined.

Remarking that he was a newcomer to the Colony and that he was not conversant with local traffic regulations, a chauffeur tried to explain away a charge of driving without a license and failing to obey a traffic signal. The evidence showed that the defendant had a learner's license and that he was allowed to drive around Happy Valley only. A fine of \$25 or in default one month's hard labour was imposed by Mr. E. W. Hamilton.

## Hotel Bus Driver.

The driver of Hong Kong Hotel bus No. 86 was summoned for failing to obey a signal at the junction of Arsenal Street and Queen's Road East. The defendant said that when he started the bus at the street junction the lights were in his favour, but that after he had started, the constable on duty changed the lights. He at once stopped the bus. He was discharged with a caution.

## Another Caution.

An Indian chauffeur, summoned for loitering in Chater Road was asked by Mr. E. W. Hamilton whether he recollected almost running over his Worship. The defendant admitted that he recalled the incident. He was discharged with a caution as his record showed that he had never been in Court before.

## A Tout's Excuse.

Pleading that he was a coolie employed at the Naval Dockyard, a motor-car tout, who was arrested on Monday, was sent to the Dockyard with the Police to see if his story could be verified. It was found that the defendant had nothing to do with the dockyard, and a fine of \$25 or in default one month's hard labour was imposed. The defendant protested that because he was taken to the dockyard by the police, his friends had disclaimed him!

KOWLOON POLICE  
COURT CASES.

## ALLEGED THEFT OF GOODS.

SHOP PROPRIETOR ACCUSED  
OF RECEIVING.

A Chinese clerk employed at the Fung Kwong electrical shop, No. 337, Shanghai Street, Tsimshui, was charged before Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday with stealing two dozen sockets, two coils of wire, four fuse boxes and a quantity of electrical fittings to the total value of \$23. The proprietor of another electrical shop in the same street was charged with receiving the goods.

Detective Sergeant Meadows prosecuted and Mr. Hin Shing Lo, instructed by Mr. James Hall appeared on behalf of the second defendant. The first defendant was not legally represented, and both defendants returned pleas of not guilty.

Detective Sergeant Meadows outlined the case for the prosecution and said that on March 23, the proprietor of the Fung Kwong electrical shop—the complainant—was informed by one of his foks that he had seen a quantity of electrical fittings, similar to the goods the complainant had recently had stolen from his cockpit, on the counter of the second defendant's shop. The foki also told his master that he had seen the first defendant bargaining with the proprietor for the sale of the goods. The next morning the complainant made a report to the police who arrested the first defendant and took him to the other shop where the stuff was produced. The complainant claimed to have recognised one or two of the fittings as part of the stolen property.

Evidence was given by the complainant and the foki in question, but they failed to establish that the property was part of the stolen goods.

The Magistrate dismissed the charge against the second defendant remarking that no evidence had been given to prove guilty knowledge on his part. The first defendant was remanded until this morning at 11 a.m.

OTHER KOWLOON COURT  
CASES.

## STOLEN GOODS.

The hearing of the charge against four men of receiving property stolen from Eli Cottage, Old Kowloon Tong following the recent murder of a gardener, will be heard before Mr. T. S. Whyte-Smith at the Kowloon Magistracy on Friday afternoon.

The defendants were originally charged with murder but the police did not offer any evidence against them on that count.

## POSSESSION OF OPIUM.

A Chinese girl, aged 13, was fined \$75 by Mr. T. S. Whyte-Smith for being in possession of 2.5 taels of raw opium. The Magistrate said that if the fine was not paid the defendant was to be taken before the Secretary for Chinese Affairs.

## PIRACY CHARGE.

A Chinese who is alleged to have been concerned in a piracy on a junk at Tai Nam Chung on March 21, 1928, appeared before Mr. T. S. Whyte-Smith and was remanded till Thursday afternoon.

## A RETURNED BANISHEE.

A Chinese who was charged before Mr. T. S. Whyte-Smith with returning from banishment denied the charge. He insisted that he was banished in 1917 for a period of ten years, and was therefore entitled to return. Sergeant Ritchie of the Finger Prints Department gave evidence that the defendant had been banished for 10 years in 1920 after having served two years of imprisonment. Inspector Fallon also said that the defendant was arrested during a raid on a rendezvous of bad characters. The Magistrate imposed a sentence of three months' imprisonment.

MANSLAUGHTER CHARGE  
WITHDRAWN.

Mr. L. R. Andrewes, the Assistant Crown Solicitor applied to Mr. T. S. Whyte-Smith for the withdrawal of the manslaughter charge against Lo Tai, pilot of the s.s. Anjou, who was alleged to have been in charge of the s.s. Leung Kwong which came into collision with the Moonshine in Capatmoon Pass in 1927. Several lives were lost including that of Mr. F. E. A. Martin.

Mr. Andrewes said that the Coroner's Enquiry was held in May, 1927, but since then some of the important witnesses for the prosecution had either died or could not be found. The present available evidence was insufficient to proceed upon the charge and he was instructed to ask for a withdrawal.

## STEALING CHICKENS.

Two Chinese were before Mr. T. S. Whyte-Smith for stealing five chickens belonging to Mr. P. M. Piquet of 223, Kowloon Tong. Both defendants pleaded guilty. The first defendant's record showed a previous conviction for larceny. The Magistrate sentenced him to two months' hard labour. The second man was fined \$10 or 14 days' hard labour.

## THE WATER SUPPLY.

## TWO MONTHS' STORAGE.

## THE POSITION AT KOWLOON.

The total water supply on the Island, according to the P.W.D. water return, dated March 31, is 437.30 million gallons compared with 436.59 million gallons at the end of February. The expenditure during March was 175.36 million gallons and the net reduction 169.98—the difference evidently being due to the rainfall which was 1.5 inches. The figures thus bear out the Government's warning of a two months' supply remaining, for the reservoirs must of necessity contain a residue of little value. The restrictions have reduced consumption from 194 million gallons in January.

## Kowloon No Better Off.

Over at Kowloon the storage is 197 million gallons compared with 334.13 at the same time last year, and 290 at the end of February. The consumption is put at 109 million gallons compared with 90 in February a reflection of the extra three days in the month.

The net reduction in Kowloon's storage is therefore 93, compared with a reduction of only 50 in February. This shows that the 40 million gallons received from the springs is no longer reinforcing the supply, and Kowloon, like the Island has only a two months' supply.

The full figures for March are as follow:—

CITY AND HILL DISTRICT  
WATER WORKS.

	1928.	1929.
Tyram .....	15' 10" 21' 1"	
Tyram Byewash .....	22' 6" 24' 10"	
Tyram Intermediate .....	22' 6" 3' 0"	
Tyram Tuk .....	43' 1" 39' 11"	
Wong Nei Chung .....	22' 8" 35' 5"	
Pokfulam .....	21' 9" 30' 7"	

The figures are the depth of the surface in feet and inches below overflow level.

Storage in Millions and Decimals of  
Gallons.

	1928.	1929.
Tyram .....	263.92	229.57
Tyram Byewash .....	1.67	.73
Tyram Intermediate .....	91.40	179.30
Tyram Tuk .....	578.75	38.49
Wong Nei Chung .....	8.06	1.88
Pokfulam .....	21.15	7.60

Total .....

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of March:

	1928.	1929.
Consumption .....	218.57	175.36
Estimated population .....	490,520	430,840

Consumption per head per day .....

Intermittent supply in all Rider Main Districts during March 1929.

Services to houses in the Rider Main Districts were disconnected and a supply was given by public street fountains only during March 1929.

## KOWLOON WATER WORKS.

	1928.	1929.
Kowloon Reservoir 11' 3" 39' 3"		
Shekkipui Reservoir 5' 0" 11' 9"		
Reception Reservoir 0' 11" 3' 2"		

Feet and inches below overflow.

Storage in Millions and Decimals of  
Gallons.

	1928.	1929.
Kowloon Reservoir .....	245.40	99.25
Shekkipui Reservoir .....	108.00	73.04
Reception Reservoir .....	30.73	24.95

Total .....

Consumption of water in Kowloon in millions and decimals of gallons during the month of March:

	1928.	1929.
Consumption .....	61.45	109.14
Estimated population .....	164,440	169,480

Consumption per head per day .....

Full supply in all districts during March 1928 and 1929.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall to March 31: 1929, 9.02; 1928, 10.23 inches.

Total storage Feb. 28 .....

Total storage Mar. 31 .....

## THE SMALL-POX EPIDEMIC.

## SATISFACTORY DECLINE.

There was a very satisfactory decrease both in the number of new cases of small-pox last week and also in the record of fatalities. The former numbered 13 and the latter 10. Of the new cases 12 were Chinese and 1 British.

On Monday 4 more cases were notified but one of these was imported.

Other cases of notifiable disease during the week were as follows: Enteric, 4 (1 fatal) 1 British and 3 Chinese. Diphtheria 1, Chinese. Meningitis 3 (2 fatal) Chinese.

chickens belong to Mr. P. M. Piquet of 223, Kowloon Tong. Both defendants pleaded guilty.

The first defendant's record showed a previous conviction for larceny. The Magistrate sentenced him to two months' hard labour. The second man was fined \$10 or 14 days' hard labour.

## THE NEW KIOSK AT REPULSE BAY.

Why worry over what you will eat, when arranging your swimming picnics at Repulse Bay this season!

LANE, CRAWFORD, LTD.

have opened a new Kiosk for the convenience of their many patrons.

Open from 11.30 a.m. Daily.

Teas — Ices — Refreshments.

Cold Tiffins to Order.

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DIRECTORY

OF

THE FAR EAST

1929

NOW READY

Classified List of Manufacturers and Merchants in Japan, China, Straits, Etc.

Hong Kong Daily Press Office.



## NEW ADVERTISEMENTS.

## NOTICE.

A DANCE given by H.M.S. "KENT'S" DANCE CLUB will be held at LANE CRAWFORD on FRIDAY, APRIL 12TH, 8.00-11.45 P.M. GENTLEMEN \$1.50. LADIES FREE. [7625]

## ST. STEPHEN'S COLLEGE.

## ANNUAL SPORTS

On Queen's College Ground. (By kind permission of the Headmaster) At 2 P.M. ON FRIDAY, APRIL 12TH.

OLD BOYS 220 YARDS RACE About 4.30 P.M. Post Entries. All Old Boys cordially invited. [7643]

## NAVY LEAGUE.

THE ANNUAL MEETING of the above will take place on FRIDAY, 12th INSTANT, at 5.30 P.M. in the BOARD ROOM of Messrs. JARDINE, MATHESON & Co., Ltd. (by kind permission).

## BUSINESS—

- (1) To receive and pass Accounts.
  - (2) To elect the Committee.
  - (3) To transact General Business.
- L. M. WHYTE, Hon. Secretary. [7623]

## BRAEMAR TERRACE.

A FEW THREE ROOMED UNFURNISHED

MODERN EUROPEAN FLATS AVAILABLE NOW.

EVERYTHING UP-TO-DATE.

MOTOR ROAD to the FLATS will be completed Soon.

RENTAL (Including Rates, Taxes and Water)—\$110 MONTHLY.

## Apply—

Messrs. BUTTERFIELD & SWIRE, Sugar Book Office. [7629]

## NOTICE.

THE Reverend Mother Superior of the Convent of the Sacred Heart, who manages the PRIVATE HOSPITAL, Unit YES, TREDAY at the ITALIAN CONVENT, 86, CANE ROAD, has been transferred to CANOSSA HOSPITAL, 3 & 5, PRAX ROAD, where Patients will be accepted At Any Time.

For Particulars, Apply to the SISTER-IN-CHARGE. Telephone 1333. [7619]

## HONG KONG JOCKEY CLUB.

THE THIRD EXTRA RACE MEETING will be held (Weather Permitting) at HARRY VALETT on SATURDAY, 9th APRIL, 1929, commencing at 2.15 P.M.

The First Bell will be rung at 1.45 P.M. The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies.

Soldiers and Sailors in Uniform Half Price. Members are advised that they must show their Badges to obtain Admission to the Members Enclosure. Each Member has the right to introduce 2 Non-members to the Members Enclosure. Tickets for whom can be obtained from Messrs. LUNSTED & DAVIS, at \$5.00 Each up to FRIDAY, 12th APRIL, 1929.

The Charge for Admission for Ladies to the Members Enclosure will be \$2.00. Each Member has the right to introduce 2 Non-members to the Members Enclosure. Tickets for whom can be obtained from Messrs. LUNSTED & DAVIS, at \$5.00 Each up to FRIDAY, 12th APRIL, 1929.

NO CHILDREN ALLOWED IN EITHER ENCLOSURE ON ANY PRETEXT. [7618]

## FANLING HUNT.

DRAFT PROGRAMMES and ENTRY FORMS for the SPRING MEETING to be held on SUNDAY, 5th APRIL, may be obtained from Messrs. THOMSON & CO., YORK BUILDING.

ENTRIES CLOSE at 12 O'CLOCK NOON on WEDNESDAY, 10th APRIL, 1929. [7609]

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TO LET Unfurnished from 1st APRIL, "LA HACIENDA" No. 184, THE PEAK, Rent Moderate. Apply to Property Office, JARDINE, MATHESON & CO., LTD. [7491]

TO LET OR FOR SALE—At FANLING (in On Lok Village), Furnished or Unfurnished, 4 ROOMED HOUSE with Garden and Garage. Moderate Price. Apply—KWONG SANG HONG, LTD., 250, DES VOGES ROAD CENTRAL. [7368]

TO LET—"NORMAN COTTAGE" East, SETE'S Corner, Furnished, 6 Roomed House. Garage for Austin "7." Early occupation. Apply to—PEBOY SMITH, 85TH & FLEMING. [7659]

TO LET—One Large OFFICE ROOM at KATAMALLY BUILDING. Apply to KATAMALLY & CO., 20, QUEEN'S ROAD, CENTRAL. [427]

## SITUATION WANTED.

A LADY arriving on 28th APRIL to sail 1st MAY by EMPRESS OF RUSSIA to VANCOUVER would help with Children or invalid for Half Second Class passage—Apply Mrs. BODSON, c/o Mrs. Cook & Son. [426]

## SITUATION VACANT.

WANTED for Busy Local Office, An EFFICIENT STENO-GRAPHER-TYPIST, with Previous Business Office Experience.—Reply: Box No. 7626, c/o Hong Kong Daily Press. [7626]

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## WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 3.40 p.m., stated:—

The anticyclone is moving eastward and is now central to the south of Shanghai. The depression appears to be stationary more than 500 miles to the east of north Luzon, other depressions are situated to the north-west of Tokyo and to the north of Korea.

Local Forecast:—East winds, moderate, fine.

## BIRTHS.

CHITTENDEN.—On April 4, at Shanghai, to Mr. and Mrs. A. CHITTENDEN, a son.

GOTTS.—On April 4, at the Victoria Nursing Home, Shanghai, to Mr. and Mrs. S. R. GOTTS, a son.

## MARRIAGE.

GRAHAM-DUNN.—On April 4, at Shanghai, "ETHEL" CHARLTON, daughter of Mr. and Mrs. WILLIAM T. DUNN, to ERNEST ROBERTSON, son of Mr. and Mrs. WILLIAM GRAHAM, of South Shields, England.

## DEATH.

CURTIS.—On April 5, at the China Inland Mission Hospital, Shanghai, HENRY CURTIS, of Kiangtong, Szechuen, aged 61 years.

Editorial and Business Offices: 11, Ice House Street. Tel. Central 12.

Night Editor (Wanchai Office): Tel. Central 4311.

London Office: 31, Bride Lane, Fleet Street, E.C. 4.

## The Daily Press.

HONG KONG, APRIL 10, 1929.

## REVOLUTIONISTS IN INDIA.

THE two men responsible for the murderous outrage at Delhi are at least "quite frank, if unrepentant." "I did it; here is my pistol," said one man, on surrendering himself to the police. Moreover, in addition to the bombs hurled into the Legislative Chamber from the gallery a leaflet was thrown down explaining in detail what was being done, and why. It appears the Socialist Republic Association, "fully realising its responsibility"—which is open to doubt—had ordered its "army" to throw the bombs as a protest against repressive legislation. The Association declares it is inevitable that individuals must be sacrificed at the altar of the great revolution "which will bring freedom to all, rendering the exploitation of man by man impossible." There is a very familiar ring about these expressions, which are as crude as the home-made bombs and ineffective pistol. Nevertheless the fact that the bombs were not capable of doing extensive damage, and the pistol refused to fire more than two shots, does not minimise the seriousness of the incident. That this demonstration was not accompanied by serious loss of life is a happy chance for which no thanks are due to the Socialist Republic Association. No human sacrifice was offered at the altar of the great revolution, but two misguided individuals who admittedly attempted to make such a sacrifice will have to answer for their actions at the bar of justice. Sir JOHN SIMON was in the Chamber at the time of the outrage. For many months he has been in India investigating the working of the administrative system and the development of representative governmental institutions. It will be interesting to learn Sir John's views of this particular incident.

The Legislative Assembly had just passed the Trades Dispute Bill when the bombs were thrown, and the President had risen to announce his ruling as to whether the debate on the Public Safety Bill should be postponed until after the Court proceedings in the Meerut conspiracy case. The decision will be now given by the President next Thursday. The Bill is a Government measure designed to deal with the growing activity of Communist propaganda from abroad, and has met with strong opposition from the Indian members of the Assembly. Last

September the Bill was rejected at Delhi by the casting vote of the President of the Assembly, but during the current session the Government secured a majority of eleven votes for reference of the Bill to a Select Committee. The fight was renewed in the Assembly when the Bill emerged from the Select Committee. There is no doubt that events since last September, culminating in the Bombay riots with a death roll of 140, have made more members of the Assembly realise that "Red" propaganda has been at the root of some of the disastrous labour troubles. It was significant that Mr. M. K. ACHARYA, a Swarajist from Southern India, should admit that when he attempted to intervene on behalf of the workers in the recent South India railway strike, the labourers or their leaders told him that they had been advised that, if they went on strike, they would get paid for six months with Russia money. He was, therefore, convinced that foreign Communists must be kept out. The existence of the Communist evil was admitted in more than one quarter of the House, but many Indians believe that India and Hinduism possess in themselves their own defence against the "poison." The charge that the provisions of the Bill might be used against members of the National Congress has been met by the exclusion of Indian Communists from the operations of the measure, which is now likely to be carried in the Assembly.

It is the fashion among ardent young revolutionists in India to blame Britain's connection with the country for all its troubles. The loud demands for independence—or Dominion status—are based upon the theory that British rule is the barrier to national development. Yet at the last meeting of the Indian National Congress the president, PUNDIR MOTILAL NEHRU, and others spoke some bitter truths about the chief hindrances to India's national development. Caste, communal divisions, the purdah, child-marriage, remarriage of widows, polygamy, and immature parenthood, and not the British connection, are the forces preventing India, according to these leaders, from taking a nobler place in the world. If all of these appalling evils denounced by Indian leaders could be swept away in twelve months, there would be some purpose in talking about Dominion status, or even independence, but nobody knows better than these leaders that this is not the sort of work to be accomplished in a year, or a decade, or even a generation, and which will be carried through all the more slowly if the British power suddenly weakens. Nobody, of course, doubts for a moment the sincerity of the PunDIR, or of Mr. GANDHI, or of Mr. SAKA GUPTA in this laudable crusade; their personal lives are a testimony to their good faith. But their denunciation of social evils—the real evils of Indian life—is heard with the greatest impatience by a Congress eager only to create an entirely new political paradise and not caring a scrap about the materials of which it is to be built.

Important work that the Indian National Congress might accomplish better than any other body has no attraction whatever for the impatient young men of the new Congress. Unless these young men can make a Constitution they will simply make nothing at all. Congress journals, like the *Forward* and the *Indian National Herald* and many others, put it bluntly. Mr. GANDHI is frankly told that Congress has no further use for him or for the other "advocates of social redemption." A "casual glance," says *Forward*, at the programme chalked out by MAHATMA GANDHI for our acceptance is enough to convince all Congressmen that it is no more than a revised edition of the much-talked-about constructive programme of 1922, which put a brake on the fighting spirit in the nation. We are told that removal of such evils as purdah, polygamy, untouchability, child-marriage, and immature parenthood, and the popularisation of khaddar, village organisation, prohibition of liquors and drugs, and so forth, "are all excellent things in their way, but these items figured prominently in the old Congress programme not many years ago." It failed, it seems, "because it did not and cannot capture the imagination or convince the intellect." These journals tell us that "what is wanted is a fighting programme"—nothing so tame as the saving of the children, the elevation of womanhood, and the removal of customs that not only permit but encourage "the exploitation of man by man." Bomb-throwing will not bring about the freedom for which young India is so desirous, and will delay the introduction of reforms which would be otherwise more readily established.

The General Post Office grant to the British Broadcasting Corporation, which is £880,000 for the year ending March 31, is to be £925,000, an increase of £45,000, for the coming year, according to the detailed estimates for the Revenue Department. There is an increase of £20,000 in salaries, wages, and allowances for the Customs and Excise, and £21,971 for "extra remuneration for additional Old Age Pension work."

The Air Ministry have decided to establish air ports at Hull, Harwich and Leith. A suitable site has been selected at Hull, and negotiations for possession are already proceeding. No sites have yet been decided on at Harwich or Leith. The greater part of the river suitable for the purpose at Harwich is banked by property owned by the London and North Eastern Railway. It is not expected that the railway company will show any great enthusiasm for the scheme, owing to fear of possible competition.

A shareholder at the annual meeting of the L.N.E.R., in London, said that as a result of the failure to pay a dividend on some of the shares a large number of people were suffering great hardship, and some shareholders were starving. Mr. William Whitelaw, the chairman, in reply, said: "It is a melancholy fact that a good many of the people who hold shares in the junior stock are poor struggling people. It is a pity they do not have their money in better stock having regard to the position."

## News and Views.

A man broke into empty premises at Lyceum Villas yesterday and was arrested with 11 brass door knobs in his possession.

On Friday next (April 13) a dance will be given at Lane, Crawford's by H.M.S. Kent Dance Club, from 8 to 11.45 p.m. Ladies will be admitted free, but tickets for gentlemen will be \$1.50.

Convicted on a charge of theft of two raincoats from the quarters of Sanitary Inspector H. E. Strange, a Chinese was sentenced by Mr. E. W. Hamilton yesterday to two months' hard labour.

Announcement has been made at the local Registry of the forthcoming marriage of two Shanghai residents. The parties are Miss May Fuchs, of 68, Szechuen Road, and Mr. Carl Schwender, of 136, Seymour Road, Shanghai.

A verdict of "Suicide while of unsound mind" was returned at an inquest at Gateshead, Newcastle-on-Tyne on the body of George William Steel Mason, a Newcastle solicitor, who was found dead in bed with a piece of gas tubing near his mouth.

Captain Harris, of the a.s. Sui An on the Macao service made a report to the police last night that a Chinese age 32, committed suicide by jumping overboard. The deceased was later discovered to have been a shroff employed at the Hong Kong & Shanghai Bank.

Hearing an unusual sound of running water, the house boy at No. 42, Granville Road, Kowloon, went out to the yard where he saw a man just leaving the premises. He gave chase and caught the man and handed him over to the police. The water-pipe tap was found in his possession.

Mr. Hoover has decided to pay off the Presidential Yacht, *Mayflower*, and render the officers available for service in the new warships in order to save £70,000 annually. The *Mayflower* was built at Clydebank. It was the flagship of Admiral Dewey, who destroyed the Spanish Fleet at Manila Bay in 1898.

Mr. Frank Dadd, the artist, who has died at his home at Teignmouth, aged seventy-eight, was a noted black and white artist. His picture, "Gold Lace has a Charm for the Fair," was purchased by the Chantry Fund. He completed his last picture, "Going Home," a few days before his death.

A Chinese detective arrested a man sitting in a car near the Star Ferry Wharf, Kowloon yesterday afternoon and searching him found an electric light, a pair of sun-glasses and a case. The owner of the car—Mr. Rouse, of the P.W.D. was communicated with and claimed the electric light. The man will be charged at the Kowloon Magistracy this morning with larceny of the light and unlawful possession of the sun glasses.

A large deposit of coal in the north-eastern part of Kirin Province has been discovered. According to a report made by engineers sent there for the purpose, the extent of the productive area is 19 square miles, with an estimated total output of 30,000,000 tons of coal. A number of private commercial interests are organising a company to develop the area with a franchise from the Provincial Authorities.

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A naval absentee, named Howell, who was being taken from Bristol to Plymouth, jumped through a window while the train was travelling at sixty miles an hour, but was found suffering only from abrasions.

A Treasury return shows an increase in the staffs employed by Government Departments of 5,315 on January 1, 1929, compared with the same date last year. The grand total was 302,140, of whom 74,947 were women.

A world's record piece of 8,000 guineas was paid for a suite of furniture, consisting of a Queen Anne settee and six chairs, at the sale of furniture and china from Lord Brownlow's collection. A total sum of £16,340 was realised.

The Southend United football team, having missed the train by which they should have travelled for their match at Swansea, chartered a special train, and by changing in the train arrived on the ground just in time to play the match and avoid a fine.

**Selfish Suicides.**  
"People who take their lives," said Mr. Oswald, the coroner, at a Hammersmith inquest, "do not always consider the trouble they are going to cause others. Their act is one of the most selfish they can possibly perform. Apparently they lose all sense of logic and proportion." The dead man was John Albert Lynch, aged thirty-six, an omnibus driver, who was found by a schoolboy son dead with his head in a gas oven. It was said that Lynch's wife was in hospital, and that he was in arrears with his rent. A verdict of "Suicide while of unsound mind" was recorded.

**Woman and "Cancerphobia."**  
"This woman suffered from what you might call cancerphobia; she thought that she had cancer, when, in fact, she had not," said Mr. H. R. Oswald, the coroner, at a Kensington inquest on Mrs. Ethel Winifred Drewry, aged forty-eight, the widow of a solicitor, of Marlborough Road, Kensington, who was found dead in a gas-filled room. A brother-in-law said that during the war Mrs. Drewry worked in a munitions factory at Acton and contracted T.N.T. poisoning. She had been treated at the London Hospital and by specialists. Mrs. Drewry had told his wife that she thought she had cancer. Her husband died from cancer some years ago. A verdict of "Suicide while of unsound mind" was recorded.

**Apathetic Londoners.**  
There are 141 different authorities, with a membership of more than 5,000, in the Administrative County of London, according to "London Statistics," issued by the London County Council. The outer-London districts have another 300 authorities, and altogether 10,000 persons are members of one body or another. Londoners, however, show so little interest in who shall represent them and spend their money that at the County Council election last March only 33.6 per cent. of the electorate voted; at the borough elections in November 32.3 per cent. and at the Guardians' elections merely 18.4 per cent. Yet the amount spent by all the authorities, totalling £24,078,808 in 1924-25. Poplar heads the list as regards rates, the total general rate for 1927-28 being 25s. Bethnal Green comes next with 22s. 4d.

**Rebel's Head Displayed to Public.**  
The medieval custom of placing the head of a rebel chieftain on public exhibition, which recently took place in the city of Queretaro, Mexico, aroused such protest from the citizens that the authorities ordered the ghastly relic to be buried. The head was that of Casimiro Becerra, one of the most able of Queretaro State insurgent leaders, who was killed in a battle with federal troops. Becerra's body was exhumed by orders of a federal army lieutenant named Santos Esquivel, and the head cut off and brought to the State capital. The head was placed on a tray and displayed conspicuously in a public park. The grim relic was observed by numbers of school children and numerous adults. So shocked were the citizens by this grisly spectacle that a delegation visited the governor of the State and made a vigorous protest.

**"Advance, Australia!"**  
The managing Editor of the Sydney Sun sends us a photograph of his paper's new office—a magnificent building of fourteen floors, and the tallest structure in the city. The Sun is a very enterprising evening paper, with a circulation of 215,000 in a State which has only two million inhabitants. In twenty years the Sydney Sun has reached a position of which its owners have every reason to be proud. It has the largest circulation of any daily paper in the Commonwealth, and has acquired a controlling interest in the *Daily Telegraph*, a Sydney morning paper. Two pictorial papers and a Sunday paper are also published from the Sun office. Sydney is a "live" city, and in the Sun it has a "live" newspaper—quick with the news, and keen with its comment. We hope our enterprising contemporary will continue to flourish, and before another twenty years has passed will find it necessary to make further extensions to its palatial premises.



## NANKING GAINS THE DAY.

"REBEL" LEADERS REPORTED IN RETREAT.

BOYCOTT ENDED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, April 9.

A communique from Hankow states that the Government troops have pursued the broken-up remnants of the rebels as far as Sien-taochen in Western Hupeh.

Nanking reports state that the rebel leaders, Hu Taung Tu, and Tao Chun, have made overtures to Chiang Kai Shek expressing their willingness to comply with the orders of the Central Government. They state that they await the re-organization of their troops.

Yeh Chi is said to have fled secretly to Hunan.

The Central Executive Committee in Nanking has decided to send a congratulatory message to Chiang Kai Shek and his military associates upon the capture of Wuhan.

A report is prevalent that the troops under Han Fu Chu have reached Siakan on the Peking-Hankow Railway and are still moving southwards.

Coming To An Understanding.

HANKOW, April 9.

Li Ming Shui whose going over to the Nanking side was largely responsible for the collapse of the Wuhan party, has been appointed commander of the 15th Division of the Government troops.

It is stated that the Hupeh commissioner has been earmarked for Hsia Tao Yin, while various minor appointments are being made in the expedition against Wuhan.

Reports from the interior of Hupeh state that the retreating Kwangsi troops are ravaging the countryside.

Meanwhile, Chiang Kai Shek has again telegraphed to Hu Taung Tu and Tao Chun. The former is said to be at Shasi, and the latter at Sientaochen. The Marshal urges them to submit to the Central Government, assuring them that no harm will befall them.

Unrest as regards the movements of Feng's troops have been completely allayed on Chang Wan Kin's declaration that Feng's loyalty is understood. Feng's troops will not advance any further, and will withdraw immediately from Kwangshui and Laohokow when requested by the Central Government.

Perplexing Situation.

HANKOW, April 9.

It is reliably stated that troops of Feng Yu Hsiang's army have occupied Laohokow and Kwangshui on the Peking-Hankow Railway; but it is not certain whether these moves were planned by Feng Yu Hsiang before the fall of Wuhan (and therefore with the object of actively assisting Chiang Kai Shek) and that there has not been time to countermand and stay these movements since Wuhan has fallen. There are no signs of uneasiness here. Martial law, which has been enforced since April 4, is to be lifted to-morrow.

Germans Active?

It is interesting to note that while on the march on Wuhan, Chiang Kai Shek was assisted by two German staff officers who advised his troops to move by night only and lie low by day. This explains why the positions of the advancing Nanking columns were never definitely placed until they had almost reached their final objective.

Feng Remains Loyal.

LATER.

Feng Yu Hsiang's representative, Chang Wan Kin, has just arrived here. He has explained that the movements of the "Christian General's" troops inside the Hupeh border were intended to hedge in the retreating pro-Kwangsi faction (Natives of Kwangsi and Hupeh) so as to allow Chiang Kai Shek's forces to operate freely in the south of Hupeh.

The arrival of this delegate, who bears an assurance of Feng Yu Hsiang's loyalty to the National Government of China has removed any feelings of uneasiness which might have been engendered in political circles. It is generally felt that the situation is now clarified.

(Continued on next column).

## THE DISARMAMENT QUESTION.

"THE ONLY BASIS OF AGREEMENT."

AMERICAN VIEWS.

[REUTER'S AMERICAN SERVICE.]

New York, April 9.

According to the Washington correspondent of the *New York Herald Tribune*, replying to the reports from Geneva that the British delegation to the Preliminary Disarmament Commission at Geneva would propose a renewal of the discussions on the reduction of naval armaments in "authoritative quarters," the State Department has stated that Mr. Hugh Gibson, the United States Minister to Brussels, who will represent the United States Government at the meeting of the Commission, bears instructions that the only basis upon which America will enter another disarmament conference will be the complete acceptance by Great Britain of the principle set forth by the American Government at the ill-fated "three-cornered" conference of 1927.

## MAJOR-GENERAL WARDROP LEAVES.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, April 9.

Major-General and Mrs. Wardrop left for Home aboard the P. & O. s.s. *Naldora* and were given a very warm send-off.

## EVACUATION OF SHANTUNG.

JAPANESE PROGRAMME.

[THROUGH REUTER'S AGENCY.]

TOKYO, April 9.

The Japanese War Office announces that the evacuation of the Japanese Expeditionary Force from Shantung (in accordance with the agreement with China for the settlement of the Tsinan Incident) will be carried out in two groups. Departures from the port of Tsingtao for Japan will be as follows:—

1st group: leaves on April 21 to 23.

2nd group: leaves on April 30 to May 3.

## GENERAL CHEN MING SHU.

WILL BE ABLE TO WALK IN A WALK.

[REUTER'S AMERICAN SERVICE.]

HANKOW, April 9.

According to the *Industrial and Commercial Daily Press* General Chen Ming Shu is going on well at the Government Civil Hospital, but the doctors advise him not to walk on his injured leg for about a week.

Madame Chen is also making very good progress.

The General is constantly visited by friends and colleagues from Canton, and, as our Canton news suggests is conducting a great deal of public business from his sick room.

The Hong Kong Government have detailed a bodyguard of police to ensure his personal safety.

A Courtesy Visit.

A British Naval Wireless message says that there was still some uneasiness in Hankow on Monday regarding the movements of Feng Yu Hsiang, whose men have been reported to be advancing southward.

Rear-Admiral H. J. Tweedie, C.B. (Rear-Admiral and Senior Naval Officer, Yangtze), have paid a courtesy visit to Marshal Chiang Kai Shek.

End of the Boycott.

Business is in full swing in the Japanese Concession as the result of the lifting of the anti-Japanese boycott. While no official pronouncement has been made by the new administration and no veto has been placed on the activities of the boycott pickets (who maintained a cordon around the Japanese Concession), these pickets have nevertheless miraculously disappeared.

Every confidence is being expressed in the maintenance of cordial business relations between the Chinese and Japanese here from now on.

## AMERICAN EXPRESS ABSORBED?

HUGE COMBINE PROPOSED.

ENORMOUS CAPITAL INVOLVED.

[REUTER'S AMERICAN SERVICE.]

New York, April 9.

The directors of the Chase National Bank have announced plans to absorb the American Express Company with its extensive foreign-banking organization.

Since the sale of its interest in the American Railway Express Company to the Adams Express Company last week for a sum understood to be \$18,000,000, the American Express Company only retains a foreign banking and travel service.

The proposed amalgamation will have a capital surplus and reserves exceeding \$218,000,000.

## AMERICA'S PROBLEMS.

AEROPLANES AND BOMBS.

[REUTER'S AMERICAN SERVICE.]

TEGUCIGALPA, April 9.

The American aeroplanes from Managua which have been bombing suspected rebel camps along the border are reported to have bombed Las Limas in Honduras.

It is stated that the town has been destroyed by fire as a result of the bombing.

The authorities are investigating the matter.

## SO MUCH MONEY!

YET ANOTHER TREMENDOUS COMBINE.

[REUTER'S AMERICAN SERVICE.]

New York, April 9.

The American Founders Corporation is joining an organization of three foreign investment companies for the handling of German, South European, and South American securities respectively.

Together with the American companies in their control, the combined resources of the group exceed \$150,000,000.

## NEW POST OFFICE STAMPS.

A COMMEMORATIVE ISSUE.

[BRITISH WIRELESS SERVICE.]

RUGBY, April 6.

For the second time only in its history, the British Post Office is about to issue commemorative postage stamps.

The British Post Office, which introduced the postage stamp, has since 1840, preserved a uniform attitude adverse to the use of stamps for commemorative or similar purposes.

In connection, however, with the Postal Union Convention, which assemblies in a few weeks in London, five kinds of stamps are to be on sale at all Post Offices for three months in place of those of ordinary design.

Their values are to be a 1d., 1d., 1d., 2d., and 3d.

It is interesting to note the revival of the 1d. stamp. Issues of adhesive stamps of this value were abolished fourteen years ago, and the revival is for this occasion only.

## RELIEVING FAMINE.

BIG SHIPMENT OF GRAIN RECEIVED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, April 9.

The Famine Relief Committee reports the arrival of 600 tons of seed grain, a gift of Chang Hsueh Liang valued at Mex. \$50,000, most of which is being transhipped from Sanyuan and North Shansi.

During the past five days the Committee have received nearly 2,000 tons of grain at against 1,500 tons during the preceding few months.

## INDIAN BOMB OUTRAGE.

POLICE HOT ON THE TRACK.

NOTORIOUS AGITATORS IN CUSTODY.

[THROUGH REUTER'S AGENCY.]

New Delhi, April 8.

The leader, mentioned earlier as being thrown with the bombs into the Council Chamber, declared that the Socialist Republican Association, fully realising its responsibility, has ordered its "Army" to throw bombs as a protest against repressive measures like the Public Safety and Trades Dispute Bills and the indiscriminate arrest of labour leaders, and the "callous murder of Laj Patrai," on behalf of the helpless Indian masses.

The pamphlet concludes: "The sacrifice of individuals at the altar of the great revolution, which will bring freedom to all and render the exploitation of man by man impossible is inevitable. Long Live the Revolution!"

Notorious Men.

The two men arrested are named Bhagat Singh and Dutt. They will be charged with attempted murder.

They declare that they entered the Chamber Gallery without a ticket long before the police arrived to check the admission of visitors.

After throwing bombs they fired pistols and one of them shouted "I did it; here is my pistol." They then surrendered to the police.

Bhagat Singh is believed to be a nephew of the notorious revolutionary Ajit Singh, who is at present in exile. Dutt is a Bengali from Cawnpore.

The bombs were home-made, inferior and incapable of extensive damage. The pistols were likewise crude and, happily, jammed after firing twice.

A Re-Assembly.

The Assembly again met fifteen minutes after the outrage: most of the members, however, remained in the lobby, the atmosphere being still pungent with smoke. The only business was the adjournment.

Seventy policemen are now guarding the Assembly and the President has ordered that no tickets be issued for Thursday's session and that thereafter there must be stricter supervision.

The police are determined to trace the outrage to its source and hope, in view of the pamphlet's mention of Laj Patrai, it will soon be possible to trace the murderers of Saunders, the Assistant Superintendent of Police at Lahore, last December.

The press points out that this case again shows that it will be impossible to maintain for any length of time the artificial structure of Austrian economic life as created by the peace treaty.

## HIS MAJESTY'S HEALTH.

[BRITISH WIRELESS SERVICE.]

RUGBY, April 8.

The King passed a good day. The weather remained fine and sunny at Bognor, and His Majesty spent the whole morning in the grounds of Oraigwell House. For over two hours he sat on the lawn enjoying the warm sunshine and then took his usual walk through the grounds before going in for lunch.

## AEROPLANE PRIZES.

MORE MUNIFICENT OFFERS.

[THROUGH REUTER'S AGENCY.]

LONDON, April 8.

The American millionaire, Colonel William E. Easterwood, Junior, who is now in London, has offered a prize of G.825,000—open to all nations—for the first successful aeroplane flight from Rome to New York and Dallas, Texas.

The Italian Government have assented to the project, following upon an interview Col. Easterwood had with Signor Mussolini.

Competitors may start at any time after June 1.

Easterwood has sponsored previous long-distance flights, including the flight from Dallas to Hong Kong.

Count Delmatta (Italy) and Major Schey (Germany) have already intimated their intention to compete.

## HANDLEY-PAGES' ORDER.

MACHINES FOR INDIAN AIR MAIL.

LUXURIOUS SALOONS.

[THROUGH REUTER'S AGENCY.]

LONDON, April 8.

The Chairman of Messrs. Handley Page, Ltd., at the annual meeting, announced that they had secured a contract to supply the new aircraft required for Imperial Airways, Ltd., in their England-India service.

The machines would be of an entirely new design. Each would accommodate 40 passengers and crew. There would be two big saloons and also a cabin the size of a Pullman coach, fitted with lavatories and buffet.

Each machine would have four engines with a total of 2,000 horsepower and be fitted with slotted wings.

Ministry Buys Patent.

The Air Ministry are paying the Handley Page Company £100,000 for the right to use the automatic wing slot on R.A.F. aeroplanes in Britain.

The slot and interceptor is a development of the plain automatic slot, which gives a pilot a more powerful lateral control than hitherto.

## TASMANIA FLOODS.

4,500 HOMELESS.

[THROUGH REUTER'S AGENCY.]

HOBART, April 8.

During the course of the inundations the Pioneer tin mine was flooded and a dam at the Moonarch Mine was washed away.

A landslide on the Lyell Railway isolated Queenstown, 4,500 are homeless in the Launceston district alone.

## PROHIBITION PROBLEMS.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, April 8.

Coastguard authorities state that the patrol boat fired on the Juan because she refused to halt when requested.

## ECONOMIC CRISIS IN AUSTRIA.

PEACE TREATY CRITICISED.

Vienna, April 1.—The situation in Austria is considered to be extremely critical in consequence of the lockout in the motor-car industry which will probably spread to the entire metallurgical industry.

It is further feared that the economic conflict will assume a political character. The authorities are therefore considering measures for maintaining peace and order.

The press points out that this case again shows that it will be impossible to maintain for any length of time the artificial structure of Austrian economic life as created by the peace treaty.

## SOVIET AIR SERVICE.

OPERATES 6 YEARS WITHOUT MISHAP.

[REUTER'S AMERICAN SERVICE.]

Moscow.—The report issued by the Soviet air traffic company Dobrojot says that in 1928, 1,792 flights were made on the company's regular lines, covering 983,798 kilometers. Passengers totalled 4,422 while over 49 tons of mail and 53 tons of freight were carried.

The company uses Junkers airplanes throughout. The report adds that since the inauguration of the company's services six years ago there was on its lines not a single accident in which pilots or passengers were killed or even injured, this having contributed greatly to making flying more popular.

Prolonged Socialist cheers greeted Mrs. Dalton, victor of the Bishop Auckland by-election, when she took her seat in the House of Commons. She was introduced by Mr. Tom Kennedy, the Socialist Chief Whip, and her husband, Dr. Hugh Dalton, the Socialist M.P. for Peckham.

Judgment for £375 damages with costs was given in the King's Bench Division for Miss Margaret Doherty, a buffet attendant, of Upper-street, Islington, in her action against Mr. John Edward Leonard Herman Dobson, a wholesale bulb merchant, of Tollington park, N., for breach of promise.

## COMMERCIAL AIR ROUTES.

STATEROOMS, DINING ROOMS, AND PROMENADE DECKS.

ZEPPELIN COMPANY'S ENTERPRISE.

[THROUGH REUTER'S AGENCY.]

Aeronautical engineers in the United States and Europe are making definite plans to establish commercial airship routes over water. They are pioneering in this endeavour because the most logical route for an over-water ship would be the heavily travelled lane between the United States and Europe. Over-water travel has been contemplated because it offers a greater saving in time as compared with the steamship.

For this reason the first all-American passenger ship was designed to meet these conditions. In building military ships it was recognized that they must answer long-distance cruising requirements, so that they could accompany a sea fleet and be able to cross the Atlantic with full load and ample fuel reserve.

These two different types of ships were taken into consideration when The Goodyear-Zeppelin Corporation, of the Goodyear Tyre & Rubber Company, designed the two ships that are now being built at Akron, Ohio, U.S.A. for the United States Navy.

The two radically different types of ships were merged into a new type of ship, to be inflated with helium and of about 6,500,000 cubic feet capacity. They will have about the same cruising range as the 5,000,000 cubic feet ships being built by Great Britain since hydrogen, while less safe, has somewhat better lifting properties.

There will be, of course, differences in engineering detail between a 6,500,000 cubic foot passenger ship and a military ship of the same size.

Staterooms for 100 passengers, dining rooms, promenade decks, smoking rooms and the like in passenger ships, will be replaced in the military ship by machine guns, bomb racks, and the airplane carried with the ship. But in a general sense the two ships have many similar points. This fact has added significance in that a passenger-carrying ship is easily convertible into a military ship, in case of emergency.

In planning the passenger ships the cabins and promenade decks were laid out along the twin keels of the ship. The windows tilt outward so that the passengers can enjoy the changing panorama spread out beneath them.

Such a ship, it is estimated, can fly at 90 miles an hour and have a cruising radius of 6,000 miles at full speed and 8,000 miles at cruising speed.

It is estimated that with such a ship a business man could leave New York on a Saturday morning, arrive two days later on Monday morning at London or Paris, spend four days on his business affairs, leaving there Friday morning, taking three days on the return trip against the prevailing westerly winds, arriving in New York again Monday morning.

Complete designs of this sort of ship have been developed by the Goodyear-Zeppelin Corporation, and many of the passenger ship features have been embodied in the two U.S. Navy ships that are now being built, although, of course, the passenger accommodations are not included in the military ships.

A Far East air service of this nature in the next two years is not beyond the bounds of possibility.

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## \$3,000 JEWELLERY HAUL BY MUI TSAI.

ARRESTED BY POLICE.

A report was made to the police yesterday by a Chinese woman living at No. 48, Queen Road C, first floor, that jewellery valued at \$3,287 had been stolen from her chest of drawers. The drawers had been opened by a key which was left on the table. A servant girl was found to have absconded, but was later arrested by the police with the jewellery in her possession.

The explosion of a factory boiler at Barmen (Germany) caused the death of four workers and injuries to thirty others.

Sir Alan Cobham has commenced an air tour of Great Britain, in the course of which he will visit all the principal towns and cities with a view to establishing a chain of aerodromes throughout the country.

## Telegrams in Brief.

Carl Eielson, the pilot of the aeroplane in which Sir George Wilkins flew over the North Pole in April last year, has been presented with the Harmon Trophy, awarded annually for the outstanding feat in aviation.

Mr. Van Lear Black, the American flying magnate, has arrived at Croydon on his return from South Africa.

The German Cabinet has sanctioned reductions in the 1929 Budget amounting to Mk. 179,000,000, thus bringing the deficit to Mk. 201,000,000. The reductions include a saving of Mk. 97,000,000 on the Ministry of Defence, namely, Mk. 7,500,000 on the Army and Mk. 18,500,000 on the Navy.

Imperial Chemical Industries Limited have notified their shareholders of their proposal to increase the capital by £20,000,000 to £30,000,000, part of which is needed to complete the present construction programme while the remainder will be placed to reserve for future contingencies.

## DRAMATIC ATTEMPT-ED ARREST.

POSTAL TROUBLES.

AMAZING STORY FROM MANILA.

[REUTER'S AMERICAN SERVICE.]

Manila (U.P.)—A dramatic midnight effort by Insular Auditor Ben F. Wright to arrest Jose Topacio, director of the Philippines Bureau of Posts, after Topacio had boarded a ship for Europe has had sweeping consequences though it did not check the director's departure.

Wright had declined to grant a certificate of clearance to Topacio because of an alleged irregularity in Topacio's office involving about \$200,000.

The law states that all bonded officials of the Philippines Government must have a certificate of clearance from the auditor because they can leave the islands.

The Spirit of "Manana." Topacio defied Wright on a basis of what he termed a special authorisation given him by former Governor-General Stimson and later renewed by acting Governor-General Gilmore in order that he might go to the Postal Union Convention in London.

In other quarters it was declared that the "authorisation" consisted only of credentials having nothing to do with Section 335 of the administration code, which relates to provision for departure, or Section 267 under which Wright now purposes to prosecute Topacio under his return—with possible fine of \$500 and/or imprisonment for six months as penalty.

For days before the departure Wright strove to prevent Topacio from leaving. Just before the boat sailed he attempted to arrest Topacio. The police said they could not recognize the judge's signature and, anyway, where was the official seal?

All of which seems something of a tempest were it not for implications lying behind it. Enemies of Wright have pounced upon the case to declare it is one more example of "unnecessary interference" by an American official who, in past year, has won the title of "watch-dog of the Philippine treasury." Efforts are said to have been made to persuade the Secretary of War to remove Wright.

Governor-General Blamed.

On his part, Wright says that the irregularities were reported to Governor-General Stimson last summer. At that time they ran to about \$100,000 and since they have about doubled, Wright has pressed for action but nothing has been done. The implication blames the Governor-General and the acting Governor-General.

Supporting this view is an editorial in the American-owned *Manila Times* which terms the whole affair a "tragedy of errors" and declares that "in this unfortunate affair, the office of the Governor-General bears its full share of responsibility. The dispute was never settled by Governor-General Stimson despite the fact that his attention was called to it in August of last year. The acting Governor-General inherited this as one of the many legacies of trouble from the Stimson administration."

In a subsequent editorial the *Times* finds Wright undiplomatic in his actions but says that "to remove an auditor because he has not seen fit to trim his sails to the gently zephyrs of co-operation and because he insists upon performing his duty as he sees it... is an encouragement to the growing band of corruptionists who fatten on illicit gains. Heaven pity the man who succeeds Ben Wright if the latter's separation from the service is forced."



## LOCAL FOOTBALL.

## SOMERSET L.I. v. POLICE.

Played on the Railway Ground, Kowloon yesterday, honours were deservedly to the Somersets, who scored two goals without reply. The winners gave their best display since their arrival in the Colony, and only the defensive work of Clarke and Wynne prevented them from piling up a far heavier score. Police were obliged to make several changes in their forward line, and were badly handicapped by being two players short for the majority of the first half. During this period the Somersets were all over their opponents, and the Police goal had some marvellous escapes. Clarke was continually applauded for his great work in goal, and both backs supported him in first class style. Both Somerset wingers gave a fine display, Butcher being the best forward on the field. A run by Rayson led to the opening goal, the outside right finishing with a stinging shot which Clarke saved but diverted to the feet of Baker, and the latter had only to touch the ball into the net. With the arrival of a full team, Police had more of the game, but there was little combination in the forward line, McGreavy and Shepherd being the only players to cause the Somerset defence much anxiety. Just before the interval Clarke brought down the house by a glorious save from Butcher, while a moment later Wynne got his head to what would have been a certain goal from Guest and deflected the ball for a fruitless corner.

Half-time: Somerset L.I. 1, Police 0.

The Somersets continued to have the better of the exchanges, but the Police half backs were playing a much improved game at this stage and were able to keep the opposing forwards in check. Knapp was unlucky with a clever shot which just ran wide of the upright, whilst Butcher sent across some perfect centres which were cleared in commendable fashion by Muir. The Somerset supporters were now clamouring for another goal and this was forthcoming when a penalty was awarded for an infringement by Wynne. Guest giving Clarke no possible chance with a beautifully placed drive. Police battled on gamely in the face of this further reverse, and for the remainder of the game more than held their own. Clarke had to concede two corners in quick succession on the right, and it was with difficulty that the ball was eventually got away. Shepherd was inches wide with a fine drive just before the final whistle. The game was fought out in a particularly sporting spirit, the number of free kicks being practically negligible.

Result: Somerset L.I. 2, Police 0.  
Somerset L.I.: Trevelyan, Lawrence, Hayward, Chidgey, West, Harris, Rayson, Baker, Knapp, Guest and Butcher.  
Police: Clarke, Wynne, Muir, Brittain, Oram, Jessop, Clarke, McGreavy, Johnson, Shepherd and Hunter.

Referee: C. P. O. Cowan, R.N.  
By the above result the Somerset L.I. head the league table with 20 points. They are bracketed with South China and China Athletic, but have the better goal average.

## TO-DAY'S GAMES.

## TO-DAY AT 5 P.M.

Hong Kong League: Div. I.  
K.O.S.B. v. South China, Sookunpo ground.  
Small Units v. Somerset L.I., Chatham Road ground. Referee: Mr. Vosper.  
Division II.  
South China v. Eastern F.C., Caroline Hill ground. Referee: Sgt. Clarke.

After to-day's games in the senior division, the league championship may have a bearing on the ultimate result. South China having to meet the K.O.S.B. in the return game at Sookunpo, while the Small Units meet the Somerset L.I. on the Chatham Road ground.

The former game will be the attraction and South China will be all out to win, thereby strengthening their chances. It is presumed the S.L.I. will take full points from the Small Units.

## FRIENDLY MATCH.

## KOWLOON COLLEGE v. H.K. EUROPEAN TEAM.

The following will represent Kowloon College in a friendly football match against Hong Kong European Team, at King's Park to-day, kick-off at 4.15 p.m. sharp. T.S. Li; K. P. Yee, K. F. Leung; T. Lam, W. L. Wong, S. S. Lok; K. Ho, M. K. Lo (Capt.), Y. S. Pua, P. Y. Leung, C. K. Li.  
Reserves: (K. W. Fan, C. T. Chiu.

## HOME FOOTBALL.

## LEAGUE MATCH DRAW.

## [THROUGH REUTER'S AGENCY.]

LONDON, April 8.  
Playing in the Third Division (Northern Section) of the English League to-day, Chesterfield, at home, failed to reach a decision with Wigan. The match was drawn, no goals being scored by either side.

## LAWN TENNIS.

## M. W. LO QUALIFIES FOR FINAL.

## FINCHER'S FINE EFFORT.

## SEWELL WINS CLUB CHAMPIONSHIP.

The struggle between E. C. Fincher and M. W. Lo in the second Semi-final of the Open Singles Championship of the Colony took place yesterday on the Stand Court to decide who should qualify to meet S. A. Rumjahn in the Final on Thursday. A very interesting and exciting match resulted in M. W. Lo winning by three sets to one, 6-1, 6-4, 2-6, 9-7.

In entering the semi-final M. W. Lo defeated the following:—  
F. M. A. Razack 6-3, 6-2, 6-2;  
H. Yoshida 6-0, 6-2, 12-10;  
T. Honda 6-3, 2-6, 6-2, 6-3;  
L. Goldman 6-1, 6-4, 7-5;  
while E. C. Fincher drew a bye in the second round and defeated the following:—  
F. A. Redmond 6-4, 6-1, 6-4;  
R. M. Henderson 6-0, 6-4, 6-0;  
H. Lo 4-6, 6-3, 6-4, 6-3.

The winner showed up exceedingly well and maintained the form produced in earlier matches. He started favourite and at once began breaking up Fincher's game by clever play. His greater experience at match play was very much in evidence, and despite Fincher's stubborn defence, Lo eclipsed him, winning the first set with the loss of one game only.

A better struggle was seen in the second set. Lo, who continued to play well, secured a lead of 2-1, which Fincher reduced to 2-2. Lo forged ahead at 4-3 and seemed going strong for the second set, but Fincher forced the score to first time and brought the score to 4-4 by some clever shots. Lo, however, asserted his superiority, winning a love game and taking the next two sets to love.

It then looked as if Lo would win in straight sets, but Fincher put on a different complexion on the match. Selecting opportunities to attack, he gained a lead of two love, following it up by 3-1, 3-2 and 4-2. At this stage he kept Lo on the run with stinging shots and neat chop strokes, which weakened Lo's game a great deal. Several fine placements by Fincher into the extreme baseline corners gave him the next two games and the third set.

A keen fight followed in the fourth set. Both went hard for it and in the ding-dong struggle that followed play reached a very high standard. Fincher took the first game, but Lo equalised. Then the former forced the pace successfully and gained the lead again, but Lo retaliated and took three games at a stretch. Fincher, however, rose to the occasion and equalised at 4-4. Then followed a magnificent struggle Lo forged ahead, and led 5-4, but Fincher by dint of some enterprising play won the next two games, only, however, to lose a love game. Long rallies followed and the next two games were divided. At 7-6 all Lo secured control and pulled the set through at 9-7.

## Sewell Beats Green.

In the final of the Club Singles Championship, G. W. Sewell defeated S. E. Green (holder) by three sets to one, 6-6, 6-6, 6-3, 6-2. The match was very well fought and Sewell is to be congratulated on his success.

## TO-DAY'S MATCH.

G. W. Sewell and G. C. Grove (owe 15/1) v. H. J. Armstrong and J. G. Lauwrie (owe 4/6).

## HONG KONG BASEBALL ASSOCIATION.

## PROSPECTS OF A GOOD SEASON.

The annual meeting of the Hong Kong Baseball Association was held on Monday evening at the American Consulate, Mr. John J. Muccio presiding over a fairly large gathering of representatives of the different clubs.

The reports for the 1928 season were submitted by the Acting Honorary Secretary, Mr. P. J. Wong, and by the Hon. Treasurer, Mr. H. Hong Sing, and duly approved. The Chairman said that in spite of difficulties which kept on cropping up at the earlier part of the season, it had been, nevertheless, a successful one. Financially, the association was in a sound position and as far as he could see, there was no reason why the approaching season should not prove even better than the last.

The date for closing the entries was April 20, and the hope was expressed by all present at the meeting that as large a number of teams as possible, especially in the Junior Division, would join this season. Chances for winning the Junior Division championship appear to be very open since there is no particularly strong contender at present. The meeting voted in favour of concentrated control to be administered by the General Committee, composed of the President, (Continued at foot of next column.)

## SATURDAY'S RACE MEETING.

## THE HANDICAPS.

The following are the handicaps for the Jockey Club 3rd Extra Race Meeting at Happy Valley on Saturday. Details of the programme and the entries for non-handicap events have already been published.

**Boa Vista "A": Six Furlongs.**  
The Jamaica, 161 lbs.; The Phasant, 163; Monk, 157; The Sun, 160; Nookhill, 150; Loch Elvie, 152; Loch Aish, 156; Zephyr, 145; King's Falloch, 157; Thunderbolt, 154; Flying Stag, 146; Dark Eyes, 140.

**Boa Vista "B": Six Furlongs.**  
Duke of Milan, 160 lbs.; Szatmar, 155; Rummy, 160; Pink Pearl, 145; Papaya, 149; Pumpkin, 148; The Jungle Book, 158; Half pint, 147; Alderley, 153; Inca, 157; Sopron, 150; King's Parade, 146; Bronze Idol, 152; Charleston, 140; Duke of Normandy II, 133; Sunshine, 136.

**Kellett "A": 1 1/4 Miles.**  
Duke of Chantilly, 152 lbs.; Grand Tattoo Eve, 157; Town Hall, 156; Rose Hall, 140; City Hall, 140; Pickle, 150; O'Moon, 145; The Phasant, 149; Chesapeake Bay, 161; Huntington, 155; Young Pretender, 150; Winsome Stag, 150.

**Kellett "B": 1 1/4 Miles.**  
Fifty Fifty, 164 lbs.; Bright Prospect, 140; Mowgli, 155; Blue World, 164; Glory, 152; Doubtful, 145; Movannagher, 140; Monk, 137; Duke of Melrose, 158; Zephyr, 145; King's Falloch, 157; Erin's Isle, 163; Charleston, 140; Little Thunder, 150.

**Morrison Hill "A": One Mile.**  
Monterey Bay, 154 lbs.; Duke of Chantilly, 152; Grand Tattoo Eve, 157; City Hall, 140; Imperial Hall, 148; Rose Hall, 140; Pickle, 150; O'Moon, 145; Chesapeake Bay, 161; Huntington, 155; Young Pretender, 150; Buster, 143.

**Morrison Hill "B": One Mile.**  
Chow Tats Lon, 155 lbs.; Desert Storm, 145; Blue Danube, 158; Fifty Fifty, 164; Bright Prospect, 140; Tarmacadam, 161; Mowgli, 155; Blue World, 164; Glory, 152; Doubtful, 145; Kom Tong Hall, 140; Mount Elburz, 155; As You Like It, 140; Ace of Spades, 140; Sunning, 148; Erin's Isle, 163.

## CHINESE STALLHOLDERS IN MANILA.

## INJUSTICES ALLEGED.

Manila (U.P.)—Preference recently given to Filipinos in the distribution of sites in Manila city for market stalls is discriminatory and illegal although embodied in a city ordinance, the Chinese Consul, Mr. H. K. Kwong, believes. He states that a detailed statement will be sent by mail to the Minister of Interior of the National Government on behalf of Chinese here who find themselves ousted or barred by the new ordinance.

Observers see in the episode only one small chapter of a large struggle between the acute, hard-working, financially-minded Chinese resident in the Philippines and the more slothful and easy-going native Filipinos. Chinese control virtually the whole business of the islands. Respectful supporters of the Chinese cause feel that the Filipinos are making an unfair appeal to law to support them when their own energy and merchandising ability fails.

The city stall ordinance was submitted by Councilor Marino Nable in an effort to clear up trouble at the Divisoria market where several hundred Filipino fish vendors had been ejected. The ordinance was passed unanimously.

In the view of the fiscal the ordinance was not discriminatory, but gave preference a point too near for the Chinese to grasp, and one at which they are inclined to scoff.

## TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 350 METRES.

1.45 p.m.—Weather report.  
5.30 to 6.30 p.m.—Programme of Chinese music. (Beka records supplied by The Canton Trading Association, Ltd.)  
7.45 p.m.—Evening weather report.  
8 p.m.—Evening programme. (Victor and H.M.V. records supplied by Messrs. S. Moutrie Co.)  
10.10 p.m.—News bulletin.  
10.30 p.m.—Close down.

Honorary Secretary-Treasurer and one representative from each of the senior division clubs.

The meeting also passed resolutions to request H.E. the Governor, Sir Cecil Clementi, K.C.M.G. to be Patron, the Hon. Sir Shou Son Chow and Mr. Roger Culver Tredwell, American Consul-General, to be Honorary Presidents.

The following officials were elected for the ensuing year:—  
President: Mr. T. B. Williams.  
Vice-President: Mr. C. B. Meyer.  
Hon. Secretary-Treasurer: Mr. Harry Hoing Sing.

## SHANGHAI M.C. FINANCE.

## HALF MILLION SURPLUS.

## ELECTRICITY PROFITS EXCEED ESTIMATE.

Shanghai, April 8.—The Financial Report for 1928 and the Budget for 1929 were issued to-day to ratepayers, and reveal a very satisfactory state of affairs.

On the year's working for 1927 the Ordinary Budget showed a deficit of Tls. 589,517.

Not only has this been wiped out, but there has been a saving on the Ordinary Budget during 1928 of Tls. 501,604 to be carried forward to this year's revenue.

On the Extraordinary Budget, a deficit will be noticed of Tls. 1,379,639. But this is apparent, not real, and is due to the fact that it became possible to postpone the issue of the 1928 authorized last ratepayers' meeting until February of this year, which actually meant a considerable saving in loan charges.

**Treasurer's Report for 1928.**  
The financial transactions of the year are summarised below:—

	Tls.
Income.....	12,122,197
Less-Expenditure.....	11,620,593
Surplus carried forward to 1929.....	501,604

**EXTRAORDINARY BUDGET.**  
Expenditure.....2,558,320  
Less-Income.....1,176,691

Deficit carried forward to 1929.....1,379,639

**Estimates for 1929.**  
The following Budget of Municipal Income and Expenditure is submitted for the approval of the Ratepayers at the Annual Meeting:—

The Ordinary Income for year including the Surplus on the Ordinary Budget for 1928 Tls. 501,604 is estimated at 13,549,120 and the Ordinary Expenditure at 13,040,180

Leaving a Surplus on the Ordinary Budget to be carried forward to 1930 of.....508,960

It is proposed to raise by debentures during the year the sum of Tls. 4,400,000.

**Electricity Department's Record All Round.**

In the course of his report the engineer-in-chief and manager of the Electricity Department states:—  
The Department can look back upon the year 1928 as the one in which all records have been broken. If the development of the electricity undertaking is a barometer of local trade activity, then the height to which it climbed last year should lend encouragement to those who place their faith in the prosperity of Shanghai and its ultimate development to one of the biggest trading centres of the world. What may be regarded as pre-eminent satisfaction is that the increased development of the department is not due to any spectacular large scale industrial growth, such as took place some years ago when cotton mills and other factories were springing up and developing, but to a steadily increasing demand for more electric power by existing consumers; and by an ever-increasing demand for light and heat.

Profit.—The estimated net profit for the year under review was Tls. 2,427,300 whereas the actual profit came to Tls. 3,165,300. This figure is the highest recorded in the history of the undertaking.

**A PROGRESSIVE COMMUNITY.**  
THE ESTIMATES MEET WITH APPROVAL.

Commenting on the above figures the N.C. Daily News in the course of a leading article says:—  
Not for many years with ratepayers have found so much to praise, so little to criticize, as in the financial report for 1928 issued by the Municipal Council. The surplus exceeds half a million, a very excellent record indeed, and all the more so when we look to the details of the different departments. The only large figures here in excess of the estimates are educational work: Tls. 24,000 and General Charges Tls. 169,356.

It has been a stock complaint for many years past that, however, much revenue increased, expenditure always increased to meet it. For the first time we see signs of the possibility of expenditure becoming more or less stabilized. Thus the Fire Brigade stands for Tls. 462 thousand odd, in 1928, against Tls. 461 thousand in the previous year. But its percentage figure has declined from 4.05 in 1927 to 3.61 in 1928. The police—on which, one hastens to add, no one grudges outlay—cost Tls. 3,294,531 last year against Tls. 3,017,994 in 1927; but the percentage rose only from 27.04 to 27.18. The Budget for 1930 estimates an ordinary income, including the five lakhs surplus, of Tls. 13,549,120, and ordinary expenditure of Tls. 13,040,180. The (Continued on next column.)

## PROMISSORY NOTE CASE.

## IMPORTANT ENTRY IN A BOOK.

## PARTNER'S EXPLANATIONS.

Another adjournment was necessary in the promissory note case after a whole-day sitting before the Chief Justice (Sir Henry Gollan) at the Supreme Court yesterday. In this action, Lam Ting On, as head of the King On Tong firm, of 20, Third Street, claims \$4,698 alleged to be due under a promissory note from the Ma Pak Leung druggiats, of 310, Queen's Road Central. The defendants repudiate the claim, on the ground that their firm is not the same as the Kwai Nin Tong Ma Pak Leung firm of Fatsan and Canton, and that the latter should be sued.

Mr. F. C. Jenkin, instructed by Mr. E. S. C. Brooks (Messrs. Hastings, Denny & Bowley) is for the plaintiff. Mr. C. G. Alabaster, K.C., and Mr. Eldon Potter, K.C., instructed by Mr. F. X. d'Almeida, sen., are for the defendants.

Mr. Jenkin continued his cross-examination of the witness Ma Chung Yu, partner of the Ma Pak Leung firm of Hong Kong (the defendants), who commenced his evidence the previous day. At the morning session, witness stated that the name Yuk Tung Ma Pak Leung as applied to his own firm was used to differentiate it from the Kwai Nin Tong, Fatsan and Canton Ma Pak Leung firm.

The promissory note, witness maintained, referred to the Kwai Nin Tong Ma Pak Leung. It was not shopped by that firm as when promissory notes are issued and stamped in Canton, it was understood which firm was meant. If it referred to the Hong Kong firm it would not have had Chinese stamps on it. The first time he saw the promissory note, witness said, was at the office of Messrs. Hastings, Denny & Bowley the day after the King Edward Hotel fire.

## Book Entries Questioned.

Certain books of the defendant firm were gone through in the afternoon with the witness. In answer to Mr. Jenkin, witness said that an entry in which "Sai Chan" (western shop) is mentioned related to one of the Canton branches of the Fatsan firm. It was not an asset but a payment made on his behalf.

Witness was then questioned regarding an entry appearing as a payment to King On Tong (plaintiff) and it was put to him that it represented interest due on the promissory note. Witness said he did not know what it represented as he was absent at the time.

Mr. Jenkin: You were aware that the plaintiff were relying on that entry in support of their case—I knew that the plaintiff would make a strong point of it.

Did you ask Ma Pak Shiu (witness's brother and co-partner) about it?—Yes, he told me that he had received correspondence from Fook Lee that this amount was to be paid to the King On Tong Company; that was all he told me and I was satisfied.

I put it to you that the promissory note was handed to Cheung Chan Po in Canton on July 17, 1927?—No.

After re-examination of the witness by Mr. Potter, further hearing was adjourned until this morning.

amount it is proposed to raise by loan is Tls. 4,400,000, but the year's extraordinary expenditure includes repayment of the 7 per cent. short term loan of 1916 amounting to Tls. 1,793,300. At the same time there are heavy commitments for the year which cannot be evaded; and purchase for new markets, health and police requirements stands at Tls. 569,300; new buildings, including provision towards a police hospital and the Victoria Nursing Home, at Tls. 661,000; and road widening at Tls. 1,300,010. But it has been known for some time that these requirements could only be put off for a limited period. Under education, it is interesting to note that a start is to be made with Chinese district primary schools. Estimates for the Police Force at Tls. 3,811,430. This, however, includes an increase of the Chinese branch by 591 men.

But so from ratepayers complaining of increased police force, volunteers and Russian detachment, we believe there is a conviction, already wide and daily growing, that the Council should strike out far more boldly in this direction that it has yet done. It stands to reason that sooner or later the Defence Force will go. We never had it before 1927 and we cannot expect to keep it indefinitely. Not only must we be prepared for its departure, but we believe that the wisest policy we can adopt, from every possible point of view, is to show that we are ready and able at any moment to undertake our own responsibilities. The impression Shanghai has made in the West is that they are unable or unwilling to do anything for ourselves. But we are sure that the best minds in Shanghai are already convinced that there can be no better use for the money than to increase our own defence forces permanently to such a point that we can dispense with assistance from without.

## SHANGHAI'S POWER PLANT.

## TO WHOM WILL IT BE SOLD?

## MUNICIPAL COUNCIL RECEIVES TENDERS.

Shanghai (U.P.)—Whether the municipal power plant of the International Settlement of Shanghai will pass into the control of private interests or will remain under its present city management will be decided on April 17 at the annual meeting of the foreign taxpayers.

Representatives of three public utility groups signified within the last month their desire to purchase or lease the municipal department which handles the local plant, and the bids of each were opened on March 19 by Mr. S. Fessenden, president of the Shanghai Municipal Council. Mr. Fessenden appointed immediately a committee, headed by Mr. A. W. Burdett, to analyze the offers and to report back to the Council.

At the annual meeting the Municipal Council will recommend to the taxpayers of the Settlement the plan or plans which it considers will work most advantageously to the people. The decision of the taxpayers will be mandatory upon the Council, either to dispose of the Department to the corporation making the most attractive offer or to continue the utility under its present form.

**The Highest Tender.**  
The highest tender made to the Council came from the representatives of the American and Foreign Power Co., Inc., an internationally capitalized concern which offered \$1,000,000 Shanghai taels or approximately \$32,650,000 for the department under the terms of the franchise.

The American and Foreign Power Co., Inc., is a subsidiary holding group for the Electric, Gas and Share Company, a corporation operating in 33 states in America and in 17 foreign countries.

Bids were made also by the Lord Weston interests, of England, and the British Trusts Association, Ltd. The former offered to lease the department under an agreement to pay the interest and sinking fund installment on the Council's electricity loans plus a fixed rental per year of \$1,300,000. They also agreed to turn over three-quarters of the surplus profits to the Council after the payment of a 9 per cent. dividend on the ordinary shares of the Company. A sliding scale of benefits to the consumers is further provided for.

The British Trusts Association, Ltd., presented three plans by any one of which they would take over the plant. Offer A provided for the payment of \$33,150,000 under the terms of the Council's franchise. Offer B tendered \$34,500,000 conditional upon amendment to certain clauses in the franchise. Offer C agreed to lease under mutually satisfactory terms.

**Council's Terms.**  
The tentative franchise which the Council drafted as a working basis for the bidding firms contains stipulations of the strictest nature as to the future operation of the department and as to the ultimate recovery of the plant if desired by the taxpayers. The Council may repurchase the department at the end of forty years or at any ten year interval after the expiration of that period, according to the terms of the franchise.

In consideration of a monopoly which the Council guarantees within the boundaries of the International Settlement for the generation, distribution and sale of electricity, the operators would pay annually a royalty equal to five per cent. of the gross sales of electricity for the current year. This clause would net the taxpayers about \$860,000 each year.

Maximum rates for the consumption of electricity are defined by the franchise. It provides that the present schedule of rates for electricity and for electrical supplies shall be considered as maximum rates of charge, except where increasing costs of maintenance make it impossible to run the plant at a profit.

**Staff Provided For.**  
In the event that the department should produce a net profit in excess of ten per cent. for any given year, one half of such surplus would be deposited in a "Consumers' Reserve Account" for the specific purpose of reducing power rates, by dictate of the franchise.

Any group taking over the department would be required to retain the present staff of the department, both foreign and Chinese members, except in cases of inefficiency which now apply, and would assume the present obligations of the Council toward the staff in respect to superannuation, pensions, and other benefits.

Local financiers are almost unanimous in the opinion that the transfer of the electrical utility into private hands would be of inestimable advantage to the city. Since the capital outlay represented in the plant is about \$22,000,000, they point to the fact that acceptance of the highest bid offered would net the taxpayers a profit of nearly \$20,000,000, enabling them to write off the municipal indebtedness and still have a large reserve for purposes of civic development.

Opposed to this is a small but influential faction of Chinese business men who are fighting the sale on the point of political principle. It is their contention that the great body of consumers and taxpayers are Chinese, who having no vote in the affairs of the Settlement, will not be consulted in the final decision as to the sale. Among this faction are also those who oppose the negotiations as they oppose all developments that are supported by foreign capital.

## "PILGRIM'S PROGRESS."

## PAGEANT OF BUNYAN'S EPIC AT ST. ANDREWS.

"A tinker out of Bedford, A vagrant oft in quod, A private under Fairfax, A minister of God."

This is, of course, Kipling's piquant description of the author of, apart from the Bible, the most widely read, and oftentimes translated book in the world. Last evening, to a large audience in St. Andrew's Church Hall, Kowloon, the scholars of the Young People's Service gave a series of eleven scenes illustrative of the story of Christian and his journey from the City of Destruction to the Heavenly City. The unity of the whole was preserved by a short prologue to each scene being read by Mrs. F. F. Ingram, and the play proceeded in its logical sequence.

**The Story.**  
Scene 1 showed Christian (John Chubb) being persuaded by Evangelist (M. Rousseau) to leave the City of Destruction, and turn his face towards the city of Zion. A solo, "Come unto me" then preceded the scene—which outside the city, Christian is being persuaded by Pliable (L. Phillips) and Obdurate (J. Kelly) to turn back. Pliable, the weak-willed, deserts his friend and goes with Christian until they reach the Slough of Despond, where Pliable loses heart, and returns, and we see him once more meeting Obdurate, with his back to the City of God.

Christian approaches a wicket gate, and in Scene 4, Goodwill (Tony Sanh), opens it, and the pilgrim passes in. This follows one of the most beautiful tableaux, Christian (now taken by R. Phillips) and the Angels (Marie Smith, Dorothy Jan and Cynthia Sanh) at the foot of the Cross. Christian's head of sin has fallen away, and the angels sing the invitation in the hymn, "I heard the voice of Jesus say." The answer "come to Jesus" by Christian closes the scene.

Christian approaches the House Beautiful, and is welcomed by Watchful (George Lee) who calls Discretion, (Alice Black) Piety, (Joan Sanh) Prudence, (Norma Branch) and Charity (Elean Brace). We enter the House Beautiful and Christian explains his business, and the householders present him with armour for the dangerous part of his pilgrimage.

**Christian Beasts by the Way.**  
He sets out, and is set upon by the Evil by the way, and is wounded. In Scene 8, Christian (Ian Black) is lying wounded by the roadside, tended by the angels. Christian sings a paraphrase of the 23rd Psalm, and again starts on his journey, passing the Delectable Mountains, where he meets the shepherds, Knowledge (Douglas Smith), Experience (M. Rousseau) and Sincerity (George Lee). With Hopeful (Dick Branch) he meets Seplie (Claude Bruce) who is returning from his pilgrimage, having found it too hard to carry on. This in the last scene but one we get another beautiful tableau, Christian and Hopeful crossing the river to Zion.

Here the stage effects are well done; beyond the river we see the angels and the Shining One (Joan Laurensen) encouraging the pilgrims, who eventually arrive safely on the other side. The strains of "Nearer My God, to Thee" sound across the River, and the play ends with a tableau of the characters grouped at the foot of the Delectable Mountains.

**The Production.**  
Mention has already been made of the solos charmingly rendered by Mrs. E. W. Gardiner, who was accompanied by Mrs. Suiter. The musical items accorded with the atmosphere of the whole performance. The production was by Mrs. J. H. Hunt, superintendent of the Young People's Service, to whom great credit is due. The scenery, designed and carried out by Mr. J. J. Hunt, made an admirable background for the young players.

Miss Joan Black accompanied the solos and chorus work in the play. Altogether, characters and producer are to be congratulated on giving a very excellent and finished performance. Owing to the fact that many people who wished to see it were unable to attend, the performance is being repeated next Monday evening, at 8 p.m., the admission being 30 cents at the door.

\$20,000,000,



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Remove capsule  
raise lever and  
push upwardsTO CLOSE  
Replace cap  
and push  
lever downNEW BOTTLE SEAL  
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## Money and Markets

## HONG KONG MARKET REPORTS.

Quotations at yesterday's local market for rice and other food-stuffs were as follows:—

Rice.	Per Picul.
Black three stars, unglutinous	\$6.82
Blue Bird, unglutinous	6.93
Blue double swords	7.24
White Bran, Siam	2.84
Red double swords	7.24
White Bran, Big Bag	3.03
Ching Fa Lam	6.91
Black three coins	7.13
New Moon	7.23
Green Pearl	7.98
Green Pearl, Broken	8.38
Red Pearl, Broken	8.37
Red Pearl, No. 1 Broken	8.67
Red Seal, White	5.72
Red Seal, No. 1 granulated	5.72
Green Seal, No. 2 granulated	5.35

Miscellaneous.	
No. 24 Coarse granulated sugar	\$ 8.13
Scarlet Bean, Newchwang	8.10
Green Bean, Nantao	6.90
Black Bean, Chingyan	6.90
Soy Bean, Dairen	6.60
Green Bean, Common grade	7.90
Green Tea	17.00
White Pepper	143.00
Red Melon Seeds	92.00
Dried Persimmon, Peking	17.00
Dried Mushroom	300.00

## CANTON STOCK EXCHANGE.

## CLOSING QUOTATIONS.

CANTON, April 8.	
Water Works	\$4.05
Electric Light & Power	4.80
Canton-Hankow Railway	53
The Sun Company	78.00
Sincere Company	104.00
Nanyang Bros. Tob. Co.	4.20
Canton Tramways	2.70
China Merchants' Steam Navigation Co.	59.00
Central Bank of China	47.00

## HONG KONG STOCK EXCHANGE.

## CLOSING QUOTATIONS.

April 9, 1929.	
H.K. Banks	\$124.50 sel.
Do. London	\$124.50 nom.
Chartered Banks	\$201 buy.
Mercantile Banks, A. & B.	\$234 nom.
Do.	\$2154 nom.
P. & O. Banks	\$291 nom.
East Asia Banks	\$291 buy.
Canton Insurance	\$382 sel.
Union Insurance	\$382 sel.
North China Ins.	\$160 buy.
Yangtze Insurance	\$160 nom.
China Underwriters	\$21 sel.
China Fire Insurance	\$230 buy.
H.K. Fire Ins.	\$750 buy.
Douglases	\$38 sel.
H.K. Steamboats	\$244 sel.
H.K. Tugs	\$221 sel.
Indo-China (Ref.)	\$92 nom.
Do. (Ref.)	\$92 nom.
Shell Transport	\$87 nom.
Union Waterboats	\$221 nom.
Benguet	\$24 buy.
Kailan Mining Assoc.	\$65 nom.
Langkat (combined)	\$14 nom.
Do. (single)	\$14 nom.
S'hai Explorations	\$14 nom.
Shanghai Loans	\$14 nom.
Rancho	\$178 buy.
Bank of China	\$178 buy.
H.K. & W. Docks	\$37 sel.
China Provident	\$455 buy.
Hongkows	\$117 sel.
New Engineering	\$118.48 buy.
Shanghai Docks	\$118.12 sel.
Ewa Cottons	\$12.55 nom.
Oriental Cottons	\$12.2 nom.
S'hai Cottons (old)	\$12.23 buy.
Do. (new)	\$12.33 buy.
H.K. & W. Docks	\$12.33 nom.
H.K. Land	\$12.33 nom.
Shanghai Land	\$12.33 buy.
Humphreys Estates	\$12.33 buy.
H.K. Realities	\$12.33 sel.
H.K. Tramways	\$12.33 sel.
Peak Tram (old)	\$12.33 buy.
Do. (new)	\$12.33 buy.
Star Ferries	\$12.33 buy.
China Lights	\$12.33 buy.
H.K. Electric	\$12.33 buy.
Macao Electric	\$12.33 nom.
Sandakan Lights	\$12.33 sel.
Telephones	\$12.33 buy.
China-Bases	\$12.33 buy.
Singapore Tractions	\$12.33 nom.
Do. (Ref.)	\$12.33 buy.
China Sugars	\$12.33 sel.
Malayan Sugars	\$12.33 buy.
Canton Ice	\$12.33 sel.
Cement (combined)	\$12.33 sel.
Do. (old)	\$12.33 buy.
Do. (new)	\$12.33 buy.
E.K. Bopar	\$12.33 sel.
United Asbestos	\$12.33 nom.
Dairy Farms	\$12.33 sel.
Watsons	\$12.33 buy.
Der A. Wings	\$12.33 buy.
Lane Crawford	\$12.33 sel.
Mackintosh	\$12.33 buy.
Quinones	\$12.33 buy.
Wm. Powell	\$12.33 nom.
H.M. Amusements	\$12.33 buy.
H.K. Constructions	\$12.33 sel.
S'hai Indus. G. Bonds	\$12.33 nom.
H.K. Govt. Loans	\$12.33 prom. buy.
buy.—buyers; sel.—sellers; sa.—sales; nom.—nominal.	

## EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rueby, April 8.	
Paris	124.25
Geneva	29.225
Berlin	20.476
Oslo	18.505

(Continued on next column).

## SHANGHAI MARKET REPORT.

YANGTZE POSITION AFFECTS BUSINESS.

## POSSIBLE END OF JAPANESE BOYCOTT.

Saturday, April 6.—Owing to the political situation, war and rumours of more war, all markets have suffered and a very quiet week has been experienced. In Piece Goods the Yuenfong auction totalled 343 packages—about 100 less than last week.

Greys were the worst feature being 2 1/2 mace lower and this average included individual faces of three to five mace. The slump in these can, perhaps, be ascribed to the Japanese boycott situation dealers being of the opinion that it will soon be declared off. Whites showed up rather better. Low quality goods also were in better demand but River port chops were somewhat neglected owing, no doubt, to the political and war situation in that area.

Deliveries in spite of the troubles kept up well. Hankow, Changsha, and Tientsin requirements were quite good and there was also an improvement to Korea of white shirtings.

## Kungping Report.

Developments on the Yangtze and the Nationalist offensive against Wuhan have upset the equilibrium of merchants and the market generally and, as far as the Yangtze is concerned, shipments are practically suspended beyond Nanking pending more settled conditions. The northern markets are quieter, but their inquiries are in the aggregate fair with perhaps not quite such liberal limits. In fact, until recent shipments are absorbed they can afford to be independent and in consequence local values are barely steady; dealers generally are free sellers. We hear of no forward business of consequence.

## Cotton.

On the local exchange, Yarn is up Tls. 3 to Tls. 5 on the week whilst cotton has advanced 50 candareens per ester. American prices are slightly easier. Deliveries from the Mills are still remarkably good considering the disturbances in China.

In their weekly report on China and cotton and yarn, Messrs. J. Spunt & Co. write:—

## China Cotton.

Although our market during the past week evinces but little activity, prices on the local staple ruled by Tls. 0.50 to Tls. 0.65 per picul higher than that last reported which was mainly due to the extensive speculative operations at the local cotton exchange, being stimulated by the firm holdings among the larger holders of stocks, especially of the better grades and decreased arrivals from the interior marts. Furthermore, the demand for yarn from Northern exporters during the last few days has been very active which served as a further encouragement for Bulls' operations.

The mills apparently are for the time being fairly well supplied or well contracted for their requirements, and unless the bearish sentiment prevalent now in both American and Indian markets will be reversed, one may be led to anticipate no considerable rise in the immediate future on the domestic staple and, therefore, conservative operations are advisable for the time being.

## Yarn.

The market has had a better appearance during the past week, and without any great excitement prices advanced about two to four taels from the level of a week ago. Business for export has been booked some 4,000 to 5,000 bales in all counts of local spinnings.

## Silk.

The silk market is very quiet with practically no business passing. Prices are somewhat easier.

## Metals.

Nothing doing at all is the report on this market.

## Timber.

There was no business during the week under review. Freight rates from the Pacific Coast have advanced and local dealers are holding off.—North China Daily News.

Helsingfors	1923
Athens	375
Buenos Aires	47 5/16
Hong Kong	1/11 1/2
New York	4.65 1/2
Amsterdam	12.00 1/2
Stockholm	13.185
Vienna	34.54
Madrid	29.695
Bucharest	817
Bombay	1/5 15/16
Yokohama	1/10 3/32
Brussels	24.955
Milan	62.85
Copenhagen	18.216
Prague	108 1/2
Lisbon	108 1/2
Rio	5 25/32
Shanghai	2/6
Silver, spot & forward	25 13/16

## PHILIPPINES AND INDEPENDENCE.

## ELECTIVE GOVERNOR-GENERAL SCHEMES.

## ADMISSIONS AND DENIALS.

Manila (U.P.)—Rumours of a move for an "elective Governor-General of the Philippines" have at last brought vigorous denial from Senate President Manuel Quezon. So concrete had rumours of this nature become that they received publication in Manila newspapers as a scheme to be pressed in Washington and representing "a stepping-stone on the way to complete independence for the Philippines."

That the planting of any such stepping-stone would be a sensational achievement is clear from the fact that at present the Governor-General is appointed by the President of the United States wholly independent of local opinion, save insofar as local opinion may have moral weight in Washington.

## Appointed from Washington.

It is interesting to note in this connection that the Philippines' neighbour to the northeast, the Territory of Hawaii—a full-fledged part of the United States, whereas the Philippines are but a possession—does not elect its Governor but has one similarly appointed from Washington.

That there should be a move for an elective Governor-General seems natural in view of the apparently unshaken front on the Philippines independence issue. To obtain election of the Chief Executive would be equivalent to a pledge of early independence for the Islands.

In view of all this, the strong denial of President Quezon that he purposes to work in Washington for any such thing as an elective Governor-General is apparently contradictory to his consistently pro-independence stand.

It may be argued that if Quezon wants independence, he should be glad to have an elective Governor-General as first step in that direction. But on the other hand there is the prevailing suspicion that neither Quezon nor other majority party leaders in the Philippines (a) want independence, or (b) think independence is to be had.

## A Complex Situation.

It is granted by those who accuse the Filipino politics of want of complete sincerity that their attitude may be founded on either of these two things—lack of desire for that to which they seemingly aspire, or lack of faith that they can win success.

It is quite possible from any point of view to believe that Quezon and his associates would almost certainly be the first such Governor-General, and to be King is every man's desire.

Yet the complex situation now prevailing renders it highly inexpedient to branch off on any such chase as that of an elective provision for the Governor-Generalship. As Quezon has recognized, it is dangerous even to become identified with a movement in any such direction.

The issue now facing the Islands is, as the Filipinos see it—Shall the present political and tariff (free trade) situation continue to prevail, or shall we have a tariff barrier between American and the Philippines together with Philippine independence?

Filipino leaders may or may not want independence; that is debatable, and not important at present. The fact is that they are being compelled whether or no to make the issue clear-cut. They must have free trade or they must demand independence. They can no longer waste time on side issues.

Thieves broke into premises in Mile End-road, and stole \$200 worth of women's dresses and suitings.

A bricklayer who was asked at the Old Bailey how much he earned a week replied: "Sometimes £10, sometimes £15."

A human skull found by a motorist on the grass bank of the London-road at Mickleover, near Winchester, has been handed to the police for investigation.

WILLIAM FOX presents

## The GATEWAY of the MOON

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DOLY H. CROFTON - J. J. MURPHY - J. MURPHY  
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At 2.30, 5.10, 7.15 & 9.20.

## ALL'S FAIR IN LOVE AND BUSINESS!

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IN  
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## ADVERTISED SAILINGS FROM HONG KONG.

## ALEXANDRIA.

Prca Wilson, Dollar, Apr. 21.  
Prca Van Buren, Dollar, May 5.

## AMOI.

Takliwa, B.I., Apr. 10.  
Haiching, Douglas, Apr. 12.  
Tjikarang, J.C.J.L., Apr. 12.  
Anking, B. & S., Apr. 13.  
Szechuen, B. & S., Apr. 16.  
Haining, Douglas, Apr. 16.  
Takada, P. & O., Apr. 18.  
Namsang, Jardine's, Apr. 17.  
Tjikini, J.C.J.L., Apr. 22.  
Anhui, B. & S., Apr. 22.  
Tjikarang, J.C.J.L., Apr. 23.  
Hosang, Jardine's, Apr. 28.  
Talaman, B.I., Apr. 28.  
Talisa, B.I., May 1.  
Kutsang, Jardine's, May 5.  
Tjimanok, J.C.J.L., May 6.

## ANTWERP.

Burgeland, Jelsen, Apr. 16.  
Chile, Manners, Apr. 19.  
Kitoan Maru, N.Y.K., Apr. 20.  
Nagore, P. & O., May 4.  
Haruna Maru, N.Y.K., May 4.  
Ruh, Jelsen, May 4.

## AUSTRALIAN PORTS.

Change, Butterfield, Apr. 18.  
Aki Maru, N.Y.K., Apr. 24.  
Aratura, E. & A., May 8.

## BALIC PORTS.

Saarbruecken, Melchers, Apr. 10.  
Chile, Manners, Apr. 19.  
Sumatra, Gilman's, Apr. 21.  
Dessau, Melchers, Apr. 22.  
Coblentz, Melchers, May 4.

## BALTIMORE.

Laomedon, Bank, Apr. 10.  
Rhexenor, B.F., May 8.

## BANGKOK.

Kaying, B. & S., Apr. 14.  
Kwangchow, B. & S., Apr. 21.

## BELOWAN DELI.

Cremor, J.C.J.L., Apr. 11.  
Dessau, Melchers, Apr. 22.  
Coblentz, Melchers, May 4.

## BOMBAY.

Awa Maru, N.Y.K., Apr. 11.  
Naldera, P. & O., Apr. 13.  
Mirzapore, P. & O., Apr. 16.  
Alipore, P. & O., Apr. 24.  
Mantua, P. & O., Apr. 27.  
Bengal Maru, N.Y.K., Apr. 27.  
Kidderpore, P. & O., May 6.

## BOSTON.

Laomedon, Bank, Apr. 10.  
Malayan Prince, Furness, Apr. 13.  
Toba Maru, N.Y.K., Apr. 19.  
Prca Wilson, Dollar, Apr. 21.  
Prca Van Buren, Dollar, May 5.  
Rhexenor, B.F., May 8.

## BREMEN.

Saarbruecken, Melchers, Apr. 10.  
Dessau, Melchers, Apr. 22.  
Coblentz, Melchers, May 4.

## BRINDISI.

Duchessa d'Aosta, Dwell's, Apr. 20.  
Esquilino, Dwell's, Apr. 20.

## CALCUTTA.

Yuenang, Jardine's, Apr. 13.  
Rangoon Maru, N.Y.K., Apr. 16.  
Santia, B.I., Apr. 22.  
Tilawa, B.I., Apr. 22.  
Takliwa, B.I., May 6.  
Takada, B.I., May 9.

## CEBU.

Everett, States S.S., Apr. 16.  
Pennsylvania, States S.S., Apr. 17.  
Golden Hind, States S.S., Apr. 27.

## CHEFOO.

Kueichow, B. & S., Apr. 16.  
Huichow, B. & S., Apr. 27.

## COLOMBO.

Saarbruecken, Melchers, Apr. 10.  
Awa Maru, N.Y.K., Apr. 11.  
Naldera, P. & O., Apr. 13.  
Mirzapore, P. & O., Apr. 16.  
Antenor, B.F., Apr. 17.  
Burgeland, Jelsen, Apr. 20.  
Karmala, P. & O., Apr. 20.  
Ritao Maru, N.Y.K., Apr. 20.  
Prca Wilson, Dollar, Apr. 21.  
Duchessa d'Aosta, Dwell's, Apr. 22.  
Dessau, Melchers, Apr. 22.  
Alipore, P. & O., Apr. 24.  
Bengal Maru, N.Y.K., Apr. 27.  
Mantua, P. & O., Apr. 27.  
Esquilino, Dwell's, Apr. 30.  
Glenshiel, Jardine's, May 1.  
Haruna Maru, N.Y.K., May 4.  
Coblentz, Melchers, May 4.  
Nagore, P. & O., May 4.  
Ruh, Jelsen, May 4.  
Prca Van Buren, Dollar, May 5.  
Athos II, M.M., May 7.  
Kidderpore, May 8.

## COPENHAGEN.

Chile, Manners, Apr. 19.  
Sumatra, Gilman's, Apr. 21.

## DALNY.

Coblentz, Melchers, Apr. 12.  
Kiukiang, B. & S., Apr. 12.  
Yingchow, B. & S., Apr. 21.  
Vogland, Jelsen, Apr. 20.  
Aeneas, B.F., May 8.

## DUTCH PORTS.

Saarbruecken, Melchers, Apr. 10.  
Tjikalank, J.C.J.L., Apr. 10.  
City of Khartoum, Bank, Apr. 13.  
Tjikembang, J.C.J.L., Apr. 13.  
Antenor, B.F., Apr. 17.  
Chile, Manners, Apr. 19.  
Burgeland, Jelsen, Apr. 20.  
Ritao Maru, N.Y.K., Apr. 21.  
Sumatra, Gilman's, Apr. 21.  
Dessau, Melchers, Apr. 22.  
Tjikarang, J.C.J.L., Apr. 24.  
Menelaus, B.F., Apr. 30.  
Glenshiel, Jardine's, May 1.  
Coblentz, Melchers, May 4.  
Ruh, Jelsen, May 4.  
Haruna Maru, N.Y.K., May 4.  
Prca Jackson, A.M.L., May 7.

## FOOCHOW.

Haiching, Douglas, Apr. 12.  
Haining, Douglas, Apr. 16.

## GENOA.

Saarbruecken, Melchers, Apr. 10.  
Lima Maru, N.Y.K., Apr. 18.  
Burgeland, Jelsen, Apr. 20.  
Euryades, B.F., Apr. 20.  
Prca Wilson, Dollar, Apr. 21.  
Coblentz, Melchers, May 4.  
Ruh, Jelsen, May 4.  
Prca Van Buren, Dollar, May 5.

## GLASGOW.

Antenor, B.F., Apr. 17.  
Euryades, B.F., Apr. 20.

## GOTHENBURG.

Chile, Manners, Apr. 19.  
Sumatra, Gilman's, Apr. 21.

## HAIPHONG AND HOCHOW.

Kwaiyang, B. & S., Apr. 10.  
Tuan, B. & S., Apr. 23.  
Glenbank, Bank, Apr. 28.

## HAMBURG.

Saarbruecken, Melchers, Apr. 10.  
City of Khartoum, Bank, Apr. 13.  
Chile, Manners, Apr. 19.  
Sumatra, Gilman's, Apr. 21.  
Dessau, Melchers, Apr. 22.  
Menelaus, B.F., Apr. 30.  
Glenshiel, Jardine's, May 1.  
Coblentz, Melchers, May 4.  
Ruh, Jelsen, May 4.  
Nagore, P. & O., May 4.

## HAWAII.

Chile, Manners, Apr. 19.  
Euryades, B.F., Apr. 20.

## HONOLULU.

Emp. of France, C.P.S., Apr. 10.  
Korea Maru, N.Y.K., Apr. 17.  
Rakuyo Maru, N.Y.K., Apr. 19.  
Prca Madison, Dollar, Apr. 23.  
Emp. of Russia, C.P.S., May 1.  
Shinyo Maru, N.Y.K., May 1.  
Prca Jackson, A.M.L., May 7.

## JAPAN PORTS.

Emp. of France, C.P.S., Apr. 10.  
Takliwa, B.I., Apr. 10.  
Kalyan, P. & O., Apr. 10.  
Coblentz, Melchers, Apr. 10.  
Toba Maru, N.Y.K., Apr. 12.  
Asaphion, B.F., Apr. 12.  
Kalyan, P. & O., Apr. 13.  
Glenbank, Jardine's, Apr. 13.  
Africa, Manners, Apr. 14.  
Nanking, Gilman's, Apr. 14.  
Penang Maru, N.Y.K., Apr. 15.  
Jeypore, P. & O., Apr. 15.  
Katori Maru, N.Y.K., Apr. 19.  
Aratura, E. & A., Apr. 19.  
Prca Cleveland, Dollar, Apr. 19.  
Rosandra, Dodwell's, Apr. 18.  
Takada, P. & O., Apr. 18.  
Korea Maru, N.Y.K., Apr. 17.  
Namsang, Jardine's, Apr. 17.  
City of Glasgow, Bank, Apr. 19.  
Rakuyo Maru, N.Y.K., Apr. 19.  
Toyohashi Maru, N.Y.K., Apr. 19.  
Vogland, Jelsen, Apr. 20.  
Tathylbius, B.F., Apr. 20.  
Delhi, Gilman's, Apr. 22.  
Toyama Maru, N.Y.K., Apr. 22.  
D'Artagnan, M.M., Apr. 23.  
Prca Madison, Dollar, Apr. 23.  
Bengal Maru, N.Y.K., Apr. 27.  
Mantua, P. & O., Apr. 27.  
Nagore, P. & O., Apr. 27.  
Haruna Maru, N.Y.K., May 4.  
Prca Van Buren, Dollar, May 5.  
Kidderpore, B.I., May 9.

## KUEICHO.

Everett, States S.S., Apr. 16.  
Pennsylvania, States S.S., Apr. 17.  
Golden Hind, States S.S., Apr. 27.

## KUEICHO.

Kueichow, B. & S., Apr. 16.  
Huichow, B. & S., Apr. 27.

## KUEICHO.

Saarbruecken, Melchers, Apr. 10.  
Awa Maru, N.Y.K., Apr. 11.  
Naldera, P. & O., Apr. 13.  
Mirzapore, P. & O., Apr. 16.  
Antenor, B.F., Apr. 17.  
Burgeland, Jelsen, Apr. 20.  
Karmala, P. & O., Apr. 20.  
Ritao Maru, N.Y.K., Apr. 20.  
Prca Wilson, Dollar, Apr. 21.  
Duchessa d'Aosta, Dwell's, Apr. 22.  
Dessau, Melchers, Apr. 22.  
Alipore, P. & O., Apr. 24.  
Bengal Maru, N.Y.K., Apr. 27.  
Mantua, P. & O., Apr. 27.  
Esquilino, Dwell's, Apr. 30.  
Glenshiel, Jardine's, May 1.  
Haruna Maru, N.Y.K., May 4.  
Coblentz, Melchers, May 4.  
Nagore, P. & O., May 4.  
Ruh, Jelsen, May 4.  
Prca Van Buren, Dollar, May 5.  
Athos II, M.M., May 7.  
Kidderpore, May 8.

## KUEICHO.

Chile, Manners, Apr. 19.  
Sumatra, Gilman's, Apr. 21.

## KUEICHO.

Coblentz, Melchers, Apr. 12.  
Kiukiang, B. & S., Apr. 12.  
Yingchow, B. & S., Apr. 21.  
Vogland, Jelsen, Apr. 20.  
Aeneas, B.F., May 8.

## KUEICHO.

Saarbruecken, Melchers, Apr. 10.  
Tjikalank, J.C.J.L., Apr. 10.  
City of Khartoum, Bank, Apr. 13.  
Tjikembang, J.C.J.L., Apr. 13.  
Antenor, B.F., Apr. 17.  
Chile, Manners, Apr. 19.  
Burgeland, Jelsen, Apr. 20.  
Ritao Maru, N.Y.K., Apr. 21.  
Sumatra, Gilman's, Apr. 21.  
Dessau, Melchers, Apr. 22.  
Tjikarang, J.C.J.L., Apr. 24.  
Menelaus, B.F., Apr. 30.  
Glenshiel, Jardine's, May 1.  
Coblentz, Melchers, May 4.  
Ruh, Jelsen, May 4.  
Haruna Maru, N.Y.K., May 4.  
Prca Jackson, A.M.L., May 7.

## KUEICHO.

Golden Peak, States S.S., Apr. 14.  
Korea Maru, N.Y.K., Apr. 17.  
Rakuyo Maru, N.Y.K., Apr. 19.  
Prca Madison, Dollar, Apr. 23.  
Golden Mountain, S.S.S., Apr. 27.  
Shinyo Maru, N.Y.K., May 1.  
Prca Jackson, A.M.L., May 7.

## KUEICHO.

Chile, Manners, Apr. 19.  
Sumatra, Gilman's, Apr. 21.

## KUEICHO.

Coblentz, Melchers, Apr. 12.  
Kiukiang, B. & S., Apr. 12.  
Yingchow, B. & S., Apr. 21.  
Vogland, Jelsen, Apr. 20.  
Aeneas, B.F., May 8.

## KUEICHO.

Saarbruecken, Melchers, Apr. 10.  
Tjikalank, J.C.J.L., Apr. 10.  
City of Khartoum, Bank, Apr. 13.  
Tjikembang, J.C.J.L., Apr. 13.  
Antenor, B.F., Apr. 17.  
Chile, Manners, Apr. 19.  
Burgeland, Jelsen, Apr. 20.  
Ritao Maru, N.Y.K., Apr. 21.  
Sumatra, Gilman's, Apr. 21.  
Dessau, Melchers, Apr. 22.  
Tjikarang, J.C.J.L., Apr. 24.  
Menelaus, B.F., Apr. 30.  
Glenshiel, Jardine's, May 1.  
Coblentz, Melchers, May 4.  
Ruh, Jelsen, May 4.  
Haruna Maru, N.Y.K., May 4.  
Prca Jackson, A.M.L., May 7.

## KUEICHO.

Golden Peak, States S.S., Apr. 14.  
Korea Maru, N.Y.K., Apr. 17.  
Rakuyo Maru, N.Y.K., Apr. 19.  
Prca Madison, Dollar, Apr. 23.  
Golden Mountain, S.S.S., Apr. 27.  
Shinyo Maru, N.Y.K., May 1.  
Prca Jackson, A.M.L., May 7.

## MANILA.

Tjikalank, J.C.J.L., Apr. 10.  
Laomedon, Bank, Apr. 10.  
Saarbruecken, Melchers, Apr. 10.  
Tjikembang, J.C.J.L., Apr. 13.  
Prca Madison, Dollar, Apr. 13.  
Everett, States S.S., Apr. 16.  
Change, B. & S., Apr. 16.  
Emp. of Russia, C.P.S., Apr. 19.  
Pennsylvania, States S.S., Apr. 19.  
Burgeland, Jelsen, Apr. 20.  
Prca Wilson, Dollar, Apr. 21.  
Prca Pierce, Dollar, Apr. 23.  
Aki Maru, N.Y.K., Apr. 24.  
Tjitaroom, J.C.J.L., Apr. 24.  
Prca Jackson, A.M.L., Apr. 27.  
Coblentz, Melchers, May 4.  
Ruh, Jelsen, May 4.  
Prca Van Buren, Dollar, May 5.  
Prca Taft, Dollar, May 7.  
Emp. of Asia, C.S.P., May 7.  
Aratura, E. & A., May 8.  
Rhexenor, B.F., May 8.

## MARSEILLE.

Naldera, P. & O., Apr. 13.  
Burgeland, Jelsen, Apr. 16.  
Mirzapore, P. & O., Apr. 16.  
Antenor, B.F., Apr. 17.  
Chile, Manners, Apr. 19.  
Lima Maru, N.Y.K., Apr. 19.  
Karmala, P. & O., Apr. 20.  
Ritao Maru, N.Y.K., Apr. 20.  
Prca Wilson, Dollar, Apr. 21.  
Dessau, Melchers, Apr. 22.  
Chenoneaux, M.M., Apr. 23.  
Mantua, P. & O., Apr. 27.  
Menelaus, B.F., Apr. 30.  
Nagore, P. & O., May 4.  
Haruna Maru, N.Y.K., May 4.  
Prca Van Buren, Dollar, May 5.  
Athos II, M.M., May 7.

## MAYAGUEZ.

Kitano Maru, N.Y.K., Apr. 20.  
Prca Wilson, Dollar, Apr. 21.  
Haruna Maru, N.Y.K., May 4.  
Prca Van Buren, Dollar, May 5.  
Athos II, M.M., May 7.

## NEW YORK, BOSTON, etc.

Laomedon, Bank, Apr. 10.  
Toba Maru, N.Y.K., Apr. 12.  
Malayan Prince, Furness, Apr. 13.  
Prca Wilson, Dollar, Apr. 21.  
Lisbon Maru, N.Y.K., Apr. 20.  
Prca Van Buren, Dollar, May 5.  
Rhexenor, B.F., May 8.

## NORTH CHINA.

Coblentz, Melchers, Apr. 11.  
Kiukiang, B. & S., Apr. 12.  
Africa, Manners, Apr. 14.  
Kueichow, B. & S., Apr. 16.  
Franken, Melchers, Apr. 19.  
Yingchow, B. & S., Apr. 21.  
Tjikini, J.C.J.L., Apr. 22.  
Huichow, B. & S., Apr. 27.  
Malaya, Manners, May 2.  
Tjimanok, J.C.J.L., May 6.  
Fulda, Melchers, May 7.

## ORAN.

Saarbruecken, Melchers, Apr. 10.  
Dessau, Melchers, Apr. 22.

## OSLO.

Sumatra, Gilman's, Apr. 21.

## PANAMA.

Toba Maru, N.Y.K., Apr. 19.  
Rakuyo Maru, N.Y.K., Apr. 19.  
Lisbon Maru, N.Y.K., Apr. 20.

## PENANG.

Cremor, J.C.J.L., Apr. 11.  
Yuenang, Jardine's, Apr. 11.  
Awa Maru, N.Y.K., Apr. 11.  
Chile, Manners, Apr. 13.  
Naldera, P. & O., Apr. 13.  
Rangoon Maru, N.Y.K., Apr. 16.  
Mirzapore, P. & O., Apr. 16.  
Santia, B.I., Apr. 17.  
Karmala, P. & O., Apr. 20.  
Ritao Maru, N.Y.K., Apr. 20.  
Tilawa, B.I., Apr. 22.  
Dessau, Melchers, Apr. 22.  
Alipore, P. & O., Apr. 24.  
Bengal Maru, N.Y.K., Apr. 27.  
Mantua, P. & O., Apr. 27.  
Nagore, P. & O., Apr. 27.  
Haruna Maru, N.Y.K., May 4.  
Prca Van Buren, Dollar, May 5.  
Kidderpore, B.I., May 9.

## PLYMOUTH.

Naldera, P. & O., Apr. 13.  
Mantua, P. & O., Apr. 27.

## PORTLAND.

New York, States S.S., Apr. 20.

## RABAT.

Bremhergen, Melchers, Apr. 12.

## RANGOON.

Rangoon Maru, N.Y.K., Apr. 18.  
Tokushima Maru, N.Y.K., Apr. 29.

## SAIGON.

Chenoneaux, M.M., Apr. 23.  
Glenbank, Bank, Apr. 28.  
Athos II, M.M., May 7.

## SANDAKAN.

Hinsang, Jardine's, Apr. 13.  
Mausang, Jardine's, May 2.  
Aratura, E. & A., May 8.

## SAN FRANCISCO.

Toba Maru, N.Y.K., Apr. 12.  
Golden Peak, States S.S., Apr. 13.  
Korea Maru, N.Y.K., Apr. 17.  
Rakuyo Maru, N.Y.K., Apr. 19.  
New York, States S.S., Apr. 20.  
Prca Madison, Dollar, Apr. 23.  
Golden Mountain, S.S.S., Apr. 27.  
Shinyo Maru, N.Y.K., May 1.  
Prca Jackson, A.M.L., May 7.

## SCANDINAVIAN PORTS.

Chile, Manners, Apr. 19.  
Sumatra, Gilman's, Apr. 21.

## SEATTLE.

Prca Cleveland, Dollar, Apr. 16.  
Tathylbius, B.F., Apr. 20.  
Emp. of France, C.P.S., Apr. 10.  
Nanking, Gilman's, Apr. 10.  
Yingchow, B. & S., Apr. 10.  
Coblentz, Melchers, Apr. 10.  
Kiukiang, B. & S., Apr. 12.

## SHANGHAI.

Asaphion, B.F., Apr. 12.  
Toba Maru, N.Y.K., Apr. 12.  
Tjikarang, J.C.J.L., Apr. 12.  
Ningpo, B. & S., Apr. 13.  
Kalyan, P. & O., Apr. 13.  
Glenbank, Jardine's, Apr. 13.  
Hangang, Jardine's, Apr. 14.  
Sunning, B. & S., Apr. 14.  
Yogla, P. & O., Apr. 15.  
Katori Maru, N.Y.K., Apr. 15.  
Penang Maru, N.Y.K., Apr. 15.  
Prca Cleveland, Dollar, Apr. 16.  
Rosandra, Dodwell's, Apr. 16.  
Szechuen, B. & S., Apr. 16.  
Chakung, Jardine's, Apr. 17.  
Korea Maru, N.Y.K., Apr. 17.  
City of Glasgow, Bank, Apr. 18.  
Glenbank, B.F., Apr. 19.  
Toyohashi Maru, N.Y.K., Apr. 19.  
Franken, Melchers, Apr. 19.  
Tathylbius, B.F., Apr. 20.  
Emp. of Russia, C.P.S., Apr. 10.  
Nanking, Gilman's, Apr. 10.  
Yingchow, B. & S., Apr. 10.  
Coblentz, Melchers, Apr. 10.  
Kiukiang, B. & S., Apr. 12.

## SHANGHAI.

Asaphion, B.F., Apr. 12.  
Toba Maru, N.Y.K., Apr. 12.  
Tjikarang, J.C.J.L., Apr. 12.  
Ningpo, B. & S., Apr. 13.  
Kalyan, P. & O., Apr. 13.  
Glenbank, Jardine's, Apr. 13.  
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Toyohashi Maru, N.Y.K., Apr. 19.  
Franken, Melchers, Apr. 19.  
Tathylbius, B.F., Apr. 20.  
Emp. of Russia, C.P.S., Apr. 10.  
Nanking, Gilman's, Apr. 10.  
Yingchow, B. & S., Apr. 10.  
Coblentz, Melchers, Apr. 10.  
Kiukiang, B. & S., Apr. 12.  
Santia, B.I., Apr. 17.  
Burgeland, Jelsen, Apr. 20.  
Karmala, P. & O., Apr. 20.  
Ritao Maru, N.Y.K., Apr. 20.  
Tilawa, B.I., Apr. 22.  
Dessau, Melchers, Apr. 22.  
Alipore, P. & O., Apr. 24.  
Bengal Maru, N.Y.K., Apr. 27.  
Mantua, P. & O., Apr. 27.  
Nagore, P. & O., Apr. 27.  
Haruna Maru, N.Y.K., May 4.  
Prca Van Buren, Dollar, May 5.  
Kidderpore, B.I., May 9.

## SINGAPORE.

Kwei Yang, B. & S., Apr. 10.  
Saarbruecken, Melchers, Apr. 10.  
Cremor, J.C.J.L., Apr. 11.  
Awa Maru, N.Y.K., Apr. 11.  
Yuenang, Jardine's, Apr. 11.  
Mirzapore, P. & O., Apr. 13.  
Naldera, P. & O., Apr. 13.  
City of Khartoum, Bank, Apr. 13.  
Kiukiang, B. & S., Apr. 14.  
Anking, B. & S., Apr. 14.  
Rangoon Maru, N.Y.K., Apr. 16.  
Antenor, B.F., Apr. 17.  
Santia, B.I., Apr. 17.  
Burgeland, Jelsen, Apr. 20.  
Karmala, P. & O., Apr. 20.  
Ritao Maru, N.Y.K., Apr. 20.  
Tilawa, B.I., Apr. 22.  
Dessau, Melchers, Apr. 22.  
Alipore, P. & O., Apr. 24.  
Bengal Maru, N.Y.K., Apr. 27.  
Mantua, P. & O., Apr. 27.  
Nagore, P. & O., Apr. 27.  
Haruna Maru, N.Y.K., May 4.  
Prca Van Buren, Dollar, May 5.  
Kidderpore, B.I., May 9.

## SOUTH AFRICAN PORTS.

Tinhow, Bank, Apr. 18.  
Hakata Maru, N.Y.K., May 6.

## SOUTH AMERICAN PORTS.

Rakuyo Maru, N.Y.K., Apr. 19.  
Hakata Maru, N.Y.K., May 6.

## SWATOW.

Yatshing, Jardine's, Apr. 10.  
Haiching, Douglas, Apr. 12.  
Kiukiang, B. & S., Apr. 12.  
Hangang, Jardine's, Apr. 14.  
Kueichow, B. & S., Apr. 14.  
Sunning, B. & S., Apr. 14.  
Kaying, B. & S., Apr. 14.  
Haining, Douglas, Apr. 16.  
Chakung, Jardine's, Apr. 17.  
Kwangchow, B. & S., Apr. 21.



# CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG & SHANGHAI	"KWEIYANG"	On 10th Apr.	10 a.m.
SWATOW, SHANGHAI & DALN	"KIUKIANG"	On 12th Apr.	8 a.m.
SWATOW, SHANGHAI & DALN	"NINGPO"	On 13th Apr.	8 a.m.
SWATOW, SHANGHAI & DALN	"SUNNING"	On 14th Apr.	8 a.m.
SWATOW, SHANGHAI & DALN	"KIUNGCHOW"	On 14th Apr.	Noon
SWATOW & SHANGHAI	"KAYING"	On 14th Apr.	Noon
SWATOW, AMOY, SWATOW & SHANGHAI	"ANKING"	On 15th Apr.	5 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 16th Apr.	8 a.m.
AMOI, SHANGHAI & TIENTSIN	"SZECHUEN"	On 16th Apr.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 21st Apr.	8 a.m.
SWATOW & SHANGHAI	"KWANGCHOW"	On 21st Apr.	Noon
SWATOW, SHANGHAI & DALN	"YINGCHOW"	On 21st Apr.	3 p.m.
SWATOW, AMOI, SWATOW & SHANGHAI	"ANHUI"	On 22nd Apr.	3 p.m.
HONGKONG, PAKHOI & HAIPHONG	"TEAN"	On 23rd Apr.	11 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 27th Apr.	8 a.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD &amp; SWIRE, Agents. Telephone Central 36.

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STEAMERS	Days Home	Days Out
CHANGTE	In Port	16th April
TAIPING	7th May	14th May
CHANGTE	11th June	18th June
TAIPING	8th July	15th July

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S.S. "LAOMEDON"	via Suez Canal	10th April
S.S. "RHEXENOR"	via Suez Canal	8th May
S.S. "CITY OF LILLE"	via Suez Canal	17th May

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to Change without Notice.

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BOSTON

AND

NEW YORK

M.V. "MALIAN PRINCE"	13th April
M.V. "ROYAL PRINCE"	10th May

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Sailings from Hong Kong

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
CHENONCEAUX ... 23rd Apr.	D'ARTAGNAN ... 23rd Apr.
ATHOS II ... 7th May	SPRING ... 7th May
D'ARTAGNAN ... 21st May	ANGERS ... 21st May
SPRING ... 4th June	ANDRE LERON ... 4th June
ANGERS ... 18th June	G. METZINGER ... 18th June
ANDRE LERON ... 2nd July	PORTOS ... 2nd July
G. METZINGER ... 16th July	CHENONCEAUX ... 16th July
PORTOS ... 30th July	ATHOS II ... 30th July

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## ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	APRIL 8, 1929.										APRIL 9, 1929.									
	Hour	Barom.	Therm.	Humid.	Wind	Wind	Wind	Wind	Wind	Wind	Hour	Barom.	Therm.	Humid.	Wind	Wind	Wind	Wind	Wind	Wind
Wladivostok	12	30.04	76.31	89	SE	2	b	6	30.00	76.19	34	SE	1	o						
Nemuro	11	30.00	76.20	...	SSE	1	...	5	30.22	76.75	...	E	0	...						
Hokodate	...	30.06	76.55	...	WSW	1	...	...	30.06	76.55	...	E	0	...						
Tokio	...	30.06	76.55	...	E	1	...	...	29.90	75.93	...	N	2	...						
Kochi	...	29.98	76.15	...	SE	1	...	...	29.82	75.75	...	WSW	1	...						
Nagasaki	...	29.92	76.00	...	N	1	...	...	29.92	76.00	...	NNW	1	...						
Kagoshima	...	29.92	76.00	...	SE	1	...	...	29.92	76.00	...	N	1	...						
Oshima	...	29.92	76.00	...	SSE	1	...	...	29.94	76.03	...	NNE	1	...						
Naha	...	29.94	76.05	...	NW	1	...	...	29.96	76.10	...	N	1	...						
Ishigakijima	...	29.92	76.00	...	NE	2	...	...	29.94	76.03	...	NNE	1	...						
Bonin Island	...	29.94	76.05	...	NNW	1	...	...	30.00	76.20	...	...	...	...						
Chefoo	15	29.89	75.92	48	71	NW	4	b	6	29.82	75.74	48	56	SW	2	b				
Shanghai	14	29.97	76.11	68	48	NNW	1	o	...	30.08	76.41	45	97	SSW	1	b				
Guttsloff	...	30.01	76.22	80	71	SE	1	o	...	30.18	76.53	50	100	W	2	b				
Sharp Peak	...	29.84	75.79	70	83	E	1	b	...	29.98	76.15	64	98	...	0	b				
Amoy	...	29.96	76.10	70	75	SE	4	b	6	29.93	76.02	65	84	NE	4	b				
Swatow	...	30.01	76.22	77	79	E	1	o	...	...	...	...	...	...	...	...				
Taihou	11	29.93	76.03	75	76	NE	4	b	5	29.97	76.11	66	88	E	4	o	b			
Taihu	...	29.93	76.03	88	...	...	...	...	29.92	75.99	66	...	...	...	...	...	...	...	...	...
Tainan	...	29.89	75.93	98	...	NNW	2	o	...	29.89	75.93	66	...	NNE	2	b				
Koshun	...	29.89	75.93	77	...	NNW	2	o	...	29.88	75.90	73	...	NNE	4	b				
Pescadore	...	29.94	76.05	77	...	SE	4	o	...	29.91	75.96	70	...	NNE	4	b				
Hong Kong	14	29.89	75.92	74	70	E	3	b	6	29.92	75.99	71	68	...	0	cm				
Gap Rock	...	29.89	75.92	...	ENE	4	b	...	29.92	75.99	...	ENE	2	c	b					
Macao	...	29.87	75.87	81	69	SE	2	b	...	29.99	76.17	68	88	N	2	b				
Hoihow	...	29.85	75.81	78	83	E	2	...	...	...	...	...	...	...	...	...				
Pratas Island	...	29.87	75.87	79	94	NNE	3	be	...	29.90	75.94	72	85	NNE	3	b				
Phu Lien	16	29.86	75.84	81	80	ESE	4	of	7	29.88	75.90	70	96	ENE	4	o				
Touraine	...	29.82	75.75	79	...	ESE	2	of	...	29.88	75.90	73	...	SE	2	bf				
Cape St. James	...	29.82	75.75	73	...	S	2	bf	...	29.85	75.81	77	...	NE	2	o				
Basco	14	29.79	75.66	86	68	SE	4	b	6	29.84	75.73	73	96	...	0	b				
Apurri	...	29.73	75.51	86	68	NE	4	b	...	29.84	75.73	73	96	...	0	b				
Tuguegarao	...	29.71	75.45	97	42	NW	1	b	...	29.79	75.66	73	91	W	1	b				
Vigan	...	29.74	75.54	84	71	NNW	4	o	...	29.81	75.72	75	94	NE	1	b				
Manila	...	29.73	75.51	90	57	W	2	b	...	29.78	75.63	75	96	...	0	o				
Legaspi	...	29.71	75.45	82	84	N	4	o	...	29.78	75.63	75	96	...	0	o				
Calbayog	...	...	...	...	...	...	...	...	29.79	75.66	77	91	...	0	o					
Tacloban	...	29.73	75.51	84	74	SW	4	o	...	29.80	75.69	73	96	N	2	o				
Iloilo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cebu	...	29.73	75.51	82	81	SW	1	o	...	29.80	75.69	77	89	...	0	o				
Surigao	...	...	...	...	...	...	...	...	29.92	75.99	76	...	E	2	b	o				
Salapa	12.22	29.80	75.69	...	E	4	o	4.22	29.88	75.90	...	...	NE	4	o					
Guam	11.00	29.81	76.72	...	SE	1	o	...	29.86	75.84	...	...	SE	2	b	o				
Yap	...	...	...	...	...	...	...	...	29.86	75.84	...	...	SE	2	b	o				
Pelew	...	...	...	...	...	...	...	...	29.88	75.89	76	...	ENE	2	c					
Ponape	...	...	...	...	...	...	...	...	29.88	75.89	76	...	ENE	2	c					
Latuan	14	29.83	75.77	82	91	SW	2	o	6	29.94	75.79	78	91	SW	1	b				

April 9d. 11h. 05m.—Pressure is highest to the north-east of Japan, although a weak anticyclone area is situated over the lower Yangtze Valley. The depression appears to be situated more than 500 miles east of N. Luzon; another depression covers S. Japan.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 2.02 inches, against an average of 7.39 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON THE 10th.

- DISTRICT. FORECAST.
- 1.—Formosa Channel
  - 2.—South coast of China between Hong Kong and Lamook
  - 3.—Hong Kong to Gap Rock
  - 4.—South coast of China between Hong Kong and Hainan

C. W. JEFFRIES, Director.

## HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, April 9.

	Previous Day	On Date	On Date
	at 4 p.m.	at 10 a.m.	at 4 p.m.
Barometer	29.85	29.95	29.91
Temperature	73	79	73
Humidity	69	84	75
Wind	...	...	...
Direction	E	ESE	E
Force	2	2	4
Weather	B	B	B
Rain	0.00	0.00	0.00

Highest open-air Temperature, 8.75

Lowest open-air Temperature, 9.68

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

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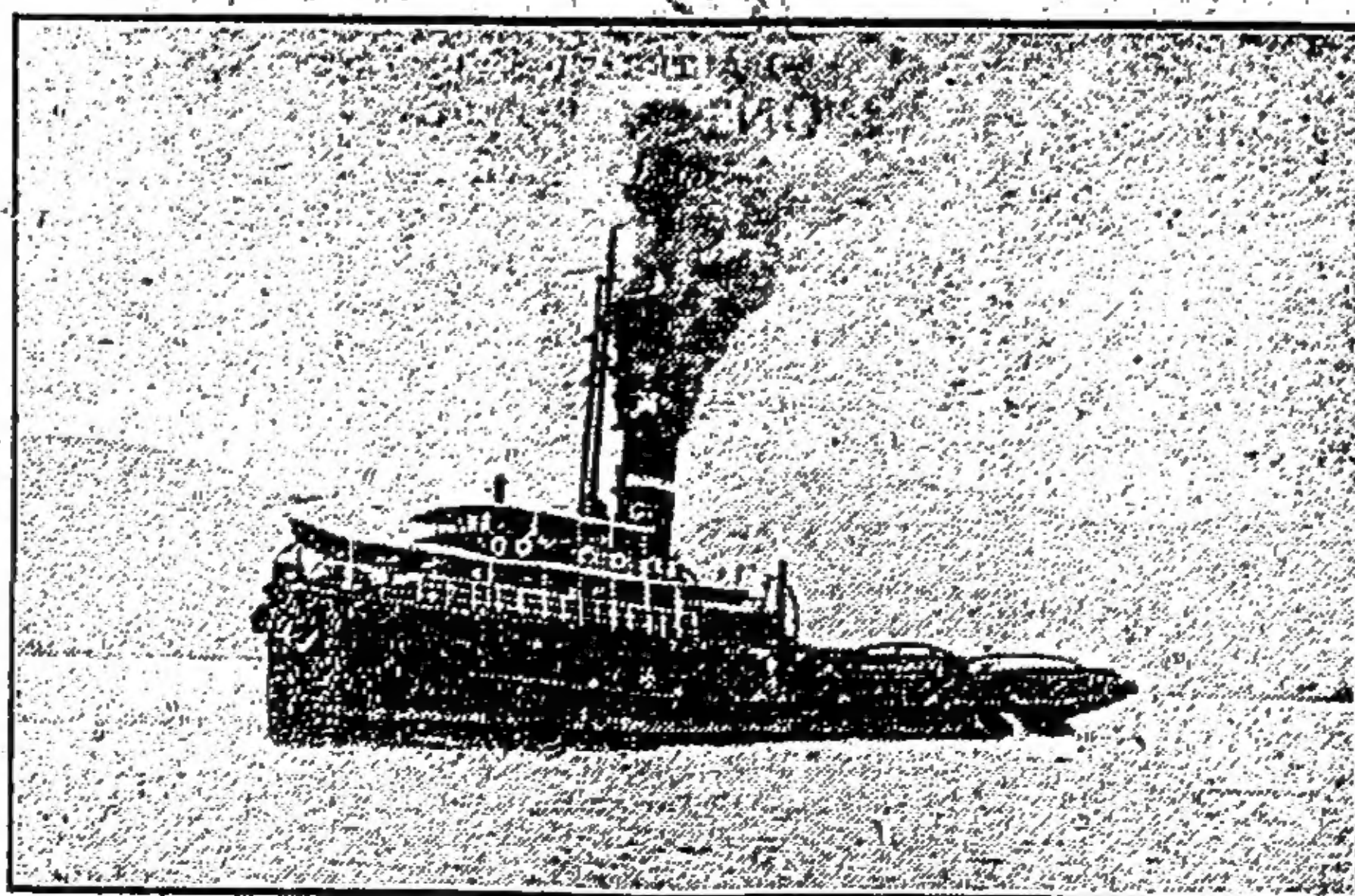
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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI ...	"HANGSANG" "CHAKSANG" "KWONGSANG" "KWAISANG"	Sun., 14th Apr., at 7 a.m. Wed., 17th Apr., at 7 a.m. Sat., 21st Apr., at 7 a.m. Wed., 24th Apr., at 7 a.m.
OSAKA via AMOY, MOJI & KOBE.	"NAMSANG" "HOSANG"	Wed., 17th Apr., at 7 a.m. Fri., 26th Apr., at 7 a.m.
OSAKA via AMOY, SHAL MOJI & KOBE ...	"KUTSANG"	Sun., 5th May, at 7 a.m.
STRAITS & CALCUTTA...	"YUENSANG"	Satur., 15th Apr., at 10 a.m.
SANDAKAN ...	"HINSANG" "MAUSANG"	Satur., 15th Apr., at 10 a.m. Thurs., 2nd May, at 10 a.m.
TIENTSIN	"CHEONGSHING"	Wed., 24th Apr., at 4 p.m.
CANTON ...	"CHAKSANG"	Wed., 10th Apr., at 6 p.m.



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SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC  
TO VICTORIA AND VANCOUVER17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver  
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

Steamers	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPERESS OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPERESS OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPERESS OF FRANCE	June 3	June 6	June 9	June 11	June 20
EMPERESS OF RUSSIA	June 15	June 18	June 21	June 23	June 31
EMPERESS OF ASIA	July 3	July 6	July 9	July 11	July 20
EMPERESS OF FRANCE	July 15	July 18	July 21	July 23	Aug. 1
EMPERESS OF RUSSIA	Aug. 3	Aug. 6	Aug. 9	Aug. 11	Aug. 20
EMPERESS OF ASIA	Aug. 15	Aug. 18	Aug. 21	Aug. 23	Sept. 1

E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec  
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Antwerp, Cherbourg and Hamburg.

## HONG KONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Apr. 19	Apr. 21	Apr. 26	Apr. 28
May 7	May 9	May 10	May 12

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235, 230-10 VIA JAPAN AND SEATTLE.

<b>SAN FRANCISCO</b> via Shanghai, Japan Ports & Honolulu.	
ROBEA MARU	Wednesday, 17th Apr.
SHINYO MARU	Wednesday, 1st May
<b>SEATTLE, VICTORIA</b> via Shanghai & Japan Ports.	
TOYAMA MARU	Monday, 22nd Apr.
MISHIMA MARU	Monday, 6th May
<b>LONDON, MARSEILLES, ANTWERP, ROTTERDAM</b>	
via Singapore, Penang, Colombo & Suez.	
KITANO MARU	Saturday, 20th Apr.
BARUNA MARU	Saturday, 4th May
<b>SYDNEY &amp; MELBOURNE</b> via Manila & Ports.	
AKI MARU	Wednesday, 24th Apr.
SAGA MARU	Wednesday, 22nd May
<b>BOMBAY</b> via Singapore, Penang & Colombo.	
AWA MARU	Thursday, 11th Apr.
BENGAL MARU	Saturday, 27th Apr.
<b>SOUTH AMERICA (West Coast)</b> via Japan, Honolulu,	
Los Angeles, Mexico and Panama.	
RAKUYO MARU	Friday, 19th Apr.
<b>SOUTH AMERICA (East Coast)</b> via Singapore, Cape	
Town & Ports.	
RAKATA MARU	Monday, 6th May
<b>NEW YORK</b> via PANAMA.	
TOBA MARU	Friday, 18th Apr.
LISBON MARU	Monday, 29th Apr.
<b>LIVERPOOL</b> via Port Said, Genoa & Marseilles.	
LIMA MARU	Friday, 18th Apr.
<b>CAIRO</b> via Singapore, Penang & Rangoon.	
RANGOON MARU	Tuesday, 16th Apr.
<b>SHANGHAI, KORE &amp; YOKOHAMA.</b>	
KATORI MARU	Monday, 15th Apr.
PENANG MARU (Kobe direct)	Monday, 15th Apr.
TOYOHASHI MARU	Friday, 19th Apr.

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## Shipping News

Daily Statement, Waterfront News,  
etc.YESTERDAY'S FREIGHT  
RETURNS.IMPORTS 26,000 TONS;  
THROUGH CARGO  
9,000 TONS.During the 24 hours ended at 9  
a.m. yesterday the returns to the  
Harbour Office of cargo carried by  
vessels arriving in Hong Kong were  
as follows:—

British	H.K.	Through
Wing Hing	2,400	3,300
Talhybius	6,496	—
Argonauta	7,223	—
Kiungchow	1,169	1
Singapore	1,900	303
Emp. of France	70	576
Manila	—	417
Changste	600	—
Melbourne	—	520
Kiungchow	1,000	850
Dairen	—	20,380
American	1,567	3,392
President	—	1,567
Cleveland	—	3,392
S. Francisco	—	—

French  
Huang Hoi, from Fort Bayard 15  
Limchow, Haiphong 2,900  
Chinese  
Tsang Woo, Saigon 2,000  
Shin Hing, Macao 30  
Tak Hing, Autow 3

Total	26,675	9,101
Arrivals and Departures.		
The arrivals and departures during the period under review were as follows:—		
Arr. Dept.		
British	8	5
American	2	2
French	2	0
Chinese	3	3
Japanese	0	3
Danish	0	1
Total	15	15

## PASSENGERS.

The following passengers arrived  
yesterday by the a.s. PresidentCleveland from San Francisco:—  
Daniel H. Gray, Theodore Hubner,  
Frank L. Hess, William F. Car-  
man, Dorothy P. Heinrichs, Waldo  
Heinrichs, Mary Heinrichs, Mar-  
garet L. Peterson, Carl E. Shank,  
Mildred M. Shank, Baudio Albo,  
Mr. S. C. Yin, Mr. Fung Sing Po,  
Mr. Wong Dick Jun, Master Wong  
Fook Kun, Mrs. Wong Dick Jun,  
Master Wong Him Kun, Mrs. Ho  
Cheung Shee, Master Ho Pao Sum,  
Mr. Wong Wen Yu, Mr. Wu Tsz  
Sack, Mr. and Mrs. K. C. Fung,  
Mr. Y. W. Lee, Mr. R. F. Curtis,  
Mr. R. T. Day, Mr. S. K. Wong,  
Mr. S. C. Ling, Mr. K. L. Wong,  
Mr. and Mrs. Chow K. F. Lu, Mr.  
and Mrs. Chow Mun Chow, Mr.  
Luible George, Mr. William E.  
Larkin, Mrs. S. Y. Hsu, Mrs. Hsu,  
Mr. and Mrs. S. A. Brun, Mr. Lee  
Wai Tong, Mr. and Mrs. Kan  
Ying Po, Mrs. Kan, Miss Kan, Mr.  
Ho Ying Sung, Master Peter Ho,  
Mr. and Mrs. Chan Chung Jai.

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DAILY WATERFRONT  
NEWS.

## MARINE COURT CASES.

Wan Yiu Fan, of 9 Jubilee  
Street, owner of the steam launch  
Po On was summoned before Cdr.  
G. F. Hole, R.N., at the Marine  
Court yesterday for failing to have  
on board the necessary life saving  
buoyant apparatus whilst the ves-  
sel was under way on April 9.  
Mr. F. H. Losby appeared for  
the defence. He pleaded guilty but  
offered the excuse that the launch  
had just been handed back by the  
Government. She was in their  
hands for her survey, etc. Though  
she did not have the full equipment  
at the time in question there were  
on board 3 life buoys and 18 life  
belts. The law provided that she  
must carry 3 life buoys and 24 life  
belts. On the other hand whereas  
she is licensed to carry 169 passen-  
gers, she only had 48 on board at  
the time.The magistrate remarked that as  
this was the first case of its kind  
that had come before him since his  
return from leave, he would not im-  
pose the maximum fine which is  
\$300. He would only fine the de-  
fendant \$100. His Worship, however,  
issued a warning to all ship-  
masters, etc., that should a similar  
case come before him again, he  
would certainly see that the maxi-  
mum fine was imposed.Unlawful Dredging At Causeway  
Bay.Four masters of passenger boats  
were each fined \$10 or ten days  
on pleading guilty to unlawful  
dredging in the fairway off Cause-  
way Bay.

## Derelict Whistling Buoy.

The master of the Kiungchow  
from Singapore and Bangkok re-  
ports having seen a derelict  
whistling buoy in Lat. 8. 52. N.,  
103. 03. E.

## Passenger Tariff.

The passenger tariff for the month  
ending March 31, according to a  
notice in the Harbour Office is as  
follows:—

Ocean going	67,977	68,321
River steamers	103,607	124,078
Junks and launches	3,728	2,631
Total	175,312	195,548

## Asiatic Deck Passengers.

The following vessels brought  
Asiatic deck passengers to the  
Colony during the 24 hours ended  
at 9 a.m. yesterday:—

Kiungchow (Br.) Bangkok and	267
Singapore and Bangkok	8
Empress of France (Br.)	187
Manila	187
Huang Hoi (French) Fort	98
Bayard	98
Limchow (French) Haiphong	233
and Hoihow	233
Tsang Woo (Chinese) Saigon	14
Tak Hing (Chinese) Autow	72
Total	899

Mr. Yau Kum, Mr. C. C. Lee, Miss  
S. M. Fong, Mr. M. S. Wong, Mr.  
C. T. Sen, Mr. and Mrs. T. S.  
Chen, Mrs. L. M. Hung, Mrs. G.  
M. Shen, Mrs. Nien Fui Chen, Mr.  
Mak, Mr. Nien Fui Chen, Mr.  
Nien Nao Chen, Mr. Elliott Har-  
zard, Mr. Kun Shuen Fan, Mr. Y.  
L. Tong, Mr. Leon Poy Kwei, Mr.  
and Mrs. Hui Ling King, Mr. and  
Mrs. Lee Long Sam, Mr. K. Y.  
Chen, Mr. J. P. Lau, Mr. H. C.  
Yip, Mr. Chan Shew Kui, Mr. Ma

## ARRIVALS.

April 8.  
Kiungchow, British str., 1,228 tons,  
Capt. G. W. McAnzie, from  
Dairen, buoy No. C37.—B. & S.  
Lim Chow, French str., 1,418 tons,  
Capt. P. B. Morgan, from  
Hoibow, buoy No. C46.—Sing  
Kee.  
Pres. Cleveland, American str.,  
14,123 tons, Capt. G. W. Yard-  
ley, from San Francisco, Kow-  
loon Godown Wharf.—Dollar  
S.S. Line.April 9.  
Athos, French str., 30,200 tons,  
Capt. Victor, from Saigon, Kow-  
loon Wharf.—M.M.  
Chip Shing, British str., 1,198 tons,  
Capt. S. O. Midford, from Can-  
ton, buoy No. C33.—J.M. & Co.  
Chinching, British str., 1,229 tons,  
Capt. G. O. Evans, from  
Swatow, buoy No. C18.—B. & S.  
Gemina, Dutch str., 5,337 tons,  
Capt. Koster, from Manila,  
buoy No. A88.—J.C.J.L.  
Golden Dragon, American str., 4,520  
tons, Capt. James McQuivy,  
from Shanghai, Laichikok.—  
States S.S. Co.  
Huang Hoi, French str., 603 tons,  
Capt. Luigi, from Fort Bayard,  
buoy No. C14.—Hoi Hing  
Cheung.Kuramasan Maru, Japanese str.,  
1,133 tons, Capt. T. O. Dawara,  
from Dairen, buoy No. A23.—  
M.B.N.  
Kwayo Maru, Japanese str., 9,744  
tons, Capt. T. Yoshitake, from  
Rangoon, buoy No. A26.—  
Y.K.  
Porthos, French str., 12,900 tons,  
Capt. Monna, from Shanghai  
and Yokohama, Kowloon Wharf.  
—M.M.Tathybius, British str., 6,496 tons,  
Capt. G. A. Flynn, from Miike,  
buoy No. A24.—B. & S.  
Tikarung, Dutch str., 6,064 tons,  
Capt. P. Hopman, from Tar-  
djong Priok, buoy No. A6.—  
J.C.J.L.  
Tsang Woo, Chinese str., 1,048 tons,  
Capt. Einarson, from Saigon,  
buoy No. C19.—Kung Chung.  
Wing Hong, British str., 2,672 tons,  
Capt. G. H. Wilkins, from  
Hongkong, Yau Ma Tei Anchorage.—  
Wing Foo & Co.

## CLEARANCES.

April 9.  
Athos II, for Shanghai.  
Chinching, for Saigon.  
Chip Shing, for Waihaiwai.  
Emp. of France, for Shanghai.  
Gemina, for Shanghai.  
Hui Yang, for Swatow.  
Kiungchow, for Canton.  
Korviken, for Saigon.  
Kuramasan Maru, for Canton.  
Kwang Tai, for Canton.  
Kwei Yang, for Hoibow.  
Laomedon, for Manila.  
Pres. Cleveland, for Manila.  
Porthos, for Saigon.  
Protosus, for Saigon.  
Shantung, for Amoy.  
Tai Poo Sek, for K. C. Wan.  
Takliwa, for Amoy.  
Times Maru, for Hongkong.  
Tjalsak, for Manila.  
Yat Shing, for Swatow.Yit Tuck, Mr. and Mrs. Chu Ting  
Hing, Mr. T. K. Ling, Mr. H. A.  
Pan, Mr. G. O. Chan, Mr. C. K.  
Lau, Mr. Y. M. Liang, Mr. W. K.  
Yao, Mr. K. C. Lau, Miss Hung,  
Mr. J. Yavdinsky, Mr. and Mrs.  
C. C. Lim, Mr. L. Choa, Mr. Li  
Lock Hin, Mrs. J. A. Eccles, Mr.  
E. W. Miller, Dr. Stuart Polson,  
Mr. N. L. Mak, Mr. Chow Kung,  
Mow, Mr. and Mrs. Li Hong Ching,  
Mrs. Al Ma, Mr. Wong Lock, Miss  
Ah Ng, Mrs. Chen Ai.BANK LINE LTD.  
AGENTS FOR

## ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

## UNITED KINGDOM &amp; CONTINENT

"CITY OF KHARTOUM" London, Rotterdam, Amsterdam &amp; Hamburg ... 13th April

"CITY OF DELHI" London, Rotterdam, Amsterdam &amp; Hamburg ... 10th May

"CITY OF GLASGOW" London, Rotterdam, Amsterdam &amp; Hamburg ... 10th June

## NEW YORK, BOSTON &amp; BALTIMORE

"CITY OF LILLE" ... via Suez Canal ... 17th May

## ALSO AGENTS FOR

## ANDREW WEIR &amp; CO.

## BOSTON, NEW YORK &amp; BALTIMORE

"OAKBANK" ... via Suez Canal ... 10th May

## MAURITIUS &amp; SOUTH AFRICA

"TINHOW" ... 15th April

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),  
Mozambique Bay and Capetown.Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde,  
Inhambane, Zanzibar, Mombasa, Kilindini, Port Mollath, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply to—

Telephone: Central 4791.

## THE BANK LINE, LTD.

P. & O., British India  
Apcar and  
Eastern & Australian  
Lines(COMPANIES INCORPORATED IN ENGLAND).  
MAIL AND PASSENGER STEAMERS  
TAKING CARGO FORSTRAITS, JAVA, BUKMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEEN-  
LAND, PORTS, RED SEA, EGYPT, CONSTANTINOPLE,  
GREECE, LEVANTINE PORTS, EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"NALDERA"	16,088	13th Apr. Noon	S'hai, Mars. & London
"MINZAPORE"	6,715	15th Apr.	Straits, Colombo and Bombay
"KARMALA"	6,128	20th Apr.	Marselles and London
"ALFORK"	5,373	24th Apr.	Straits, Colombo & Bombay
"MANTUA"	10,946	27th Apr.	Mars. L'don, A'werp, B'dm, S'hai
"NAGPORE"	5,333	4th May	Straits & Bombay
"KIDDERPORE"	5,334	8th May	Marselles, London and Hull
"KALYAN"	9,144	12th May	Bombay, Marselles and London
"MOBA"	10,953	25th May	Mars. L'don, A'werp, B'dm, S'hai
"LAHORE"	5,252	1st June	Marselles, London and Hull
"DELTA"	5,097	8th June	Marselles, London and Hull
"JEYPORE"	5,318	15th June	Mars. L'don, A'werp, B'dm, S'hai
"RAJPUTANA"	16,588	22nd June	Bombay, Marselles & L'don
"PERIM"	7,643	29th June	Marselles, London and Hull
"KASHGAR"	9,005	8th July	Bombay, Marselles and London
"KAMPURA"	18,801	20th July	Marselles, London and Hull
"KHYBER"	9,114	3rd Aug.	Bombay, Marselles and London
"MALWA"	10,980	17th Aug.	Marselles, London and Hull
"KARMALA"	6,128	31st Aug.	Bombay, Marselles and London
"MOBA"	10,953	14th Sept.	Bombay, Marselles and London
"MANTUA"	10,946	28th Sept.	Marselles and London
"KASHMIR"	8,968	12th Oct.	Bombay, Marselles and London
"KALYAN"	9,144	26th Oct.	Marselles and London
"MAEDONIA"	11,120	9th Nov.	Bombay, Marselles and London
"KASHGAR"	9,005	23rd Nov.	Marselles and London
"RAJPUTANI"	16,519	7th Dec.	Bombay, Marselles and London
"MALWA"	10,980	21st Dec.	do.

\* Cargo only.  
Frequent connections from Port Said for Passengers and Cargo to Con-  
stantinople, Piraeus, Smyrna, and other Levant Ports by steamers of  
the Khedivial Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"SANTHIA"	7,754	17th Apr.	Singapore, Penang & Calcutta
"TILAWA"	10,008	22nd Apr.	do.
"TAKLIWA"	7,938	6th May	do.
"TAKADA"	6,949	9th May	do.
"TALAMBA"	8,015	21st May	do.
"TALMA"	10,000	26th May	do.
"TILAWA"	10,008	27th June	do.
"SANTHIA"	7,754	4th July	do.
"TAKLIWA"	7,938	10th July	do.

B.I.—Apcar line steamers have excellent accommodation for 1st and 2nd  
class passengers. All steamers are fitted with wireless and carry  
a qualified surgeon.

## EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"ARAFURA"	8,000	8th May	Manila, Sandakan, Thureco,
"TANDA"	6,986	31st May	Island, Townsville, Brisbane,
"ST. ALBANS"	4,500	5th June	Sydney and Melbourne.
"ARAFURA"	8,000	22nd Aug.	
"TANDA"	6,986	30th Aug.	

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia:  
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Haio, Cebu,  
Kobalugan, Tawau, Timor, Durian, or other ports en route as indica-  
ment offers.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand:  
Vancouver, San Francisco, etc.

The P. &amp; O. Royal Mail Steamers to London via Suez Canal.

The P. &amp; O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via  
Panama Canal.

## SAILINGS TO SHANGHAI AND JAPAN

"ARAFURA"	8,000	16th Apr.	Moji, Kobe, Osaka & Yokohama
"TAKADA"	6,949	16th Apr., 6 a.m.	Amoy, Moji, Kobe & Osaka
"MOBEA"	10,953	26th Apr.	S'hai, Moji, Kobe & Yokohama
"TALAMBA"	8,015	29th Apr.	Amoy, S'hai, Moji, Kobe & Osaka
"TALMA"	10,943	1st May	Amoy, Moji, Kobe, Yokohama & Osaka
"TALMA"	7,646	7th May	Moji, Kobe, Osaka & Yokohama
"PRIDM"	6,955	9th May	S'hai, Moji, Kobe & Yokohama
"DELTA"	8,087	10th May	S'hai, Moji, Kobe & Yokohama
"—"	—	14th May	Moji, Kobe & Osaka.
• "COUSINGTON"	—	—	—
"ROBERT"	—	22nd May	S'hai, Moji, Kobe & Yokohama
"—"	—	22nd May	Moji, Kobe & Osaka.
"BAJPUTANA"	16,383	24th May	Shanghai, Kobe & Yokohama
"ST. ALBANS"	4,500	4th June	Moji, Kobe, Osaka & Yokohama
"TILWA"	10,006	4th June	Amoy, S'hai, Moji, Kobe & Osaka
"KASHGAE"	8,905	7th June	S'hai, Moji, Kobe & Yokohama
"KASHGAE"	7,754	9th June	Amoy, Moji, Kobe, Yokohama & Osaka
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